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# ANNUAL REPORT

OF THE

# Secretary of Internal Affairs

OF THE

# COMMONWEALTH OF PENNSYLVANIA

PART IV.

## RAILROAD, CANAL, NAVIGATION AND TELEGRAPH COMPANIES,

FOR THE

## YEAR 1883.

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# ANNUAL REPORT

OF THE

# SECRETARY OF INTERNAL AFFAIRS.

## PART IV.

## Railroad, Canal, Navigation, Telegraph, and Telephone Companies,

FOR THE YEAR 1883.

Library

## COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1884.*

To His Excellency ROBERT E. PATTISON,
*Governor of Pennsylvania:*

In compliance with the requirements of the Constitution, and the acts of the General Assembly approved, respectively, April 9, 1870, May 15, 1874, and June 4, 1883, I have the honor to present you herewith, for transmission to the General Assembly, a report of this Department, Part IV, Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending December 31, 1883.

I am, very respectfully,
Your obedient servant,
J. SIMPSON AFRICA,
*Secretary of Internal Affairs.*

[NOTE.—The returns of some companies received since the date of the above communication have been tabulated and inserted in their proper places.]



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# REPORT.

### Early Public Improvements—Legislation.

Pennsylvania was among the earliest of the American States to encourage and assist in the construction of internal improvements. The Indian trails of a century ago, that passed along the valleys and through the water-gaps, have been succeeded by lines of turnpike-roads, canals, railroads, telegraphs, and telephones. Streams were slack-watered or spanned by magnificent bridges, and mountains tunneled in the construction of great works of inter-communication. The stage-coach long since disappeared from the main highways, and water communication, in many sections, has been rendered unprofitable by the building of lines of railroad that successfully competed for the carrying trade. The railroad has so well met the necessities of the people that by common consent it is accepted as the grand highway of the age.

Almost as soon as transportation by railroad had been demonstrated to be practicable and more economical than the methods previously in use, Pennsylvania built iron links in her main line of communication extending from the Delaware to the Ohio, and stimulated, by favorable legislation from time to time, the construction of lines in other directions. The various enactments of the General Assembly permitting the building of lateral railroads, creating railroad corporations, defining their powers and regulating their operations, extend over a period exceeding half a century. These were framed in the light and from the experience of the times, with a view to the development of the resources of the Commonwealth and to meet the necessities of the people, but the increase of population has been so rapid, and the creation of new interests so great, that, with the multiplication of new corporations, they are insufficient in their provisions to effectively protect the varied interests of investors, the persons served by the transportation lines, or the general public.

The first legislation authorizing any kind of State supervision of transportation lines was the act of April 4, 1859, which required each railroad corporation whose road lay in whole or in part within the limits of the State to make an annual report to the Auditor General, embracing in detail its operations and affairs. This act was extended to canal companies April 15, 1863, and to telegraph companies April 14, 1868. On the 9th day of April, 1870, another act was passed embracing in its provisions each "railroad, canal, navigation, and telegraph company." Pursuant to the require-

ments of the Constitution of 1873, the act of May 15, 1874, was passed, under which the powers and duties of the Auditor General were transferred to the Secretary of Internal Affairs, who, by the act of May 11, 1874, was enjoined to exercise a watchful supervision over the railroad and other business corporations of the State; to see that they confine themselves strictly within their corporate limits, and to hear and investigate complaints made against them under oath. For convenience of reference, extracts from some of these enactments are appended hereto.

The laws now in force are sufficient to secure annual or special reports from the corporations upon all subjects in which the Commonwealth, the investors in railroad stocks or securities, and the general public are chiefly concerned. The Legislature evidently designed, in the fourth section of the act last above-mentioned, to provide a remedy against companies for transcending their corporate functions or infringing upon the rights of individual citizens; but that act does not make any provision for compelling the attendance of either parties or witnesses on the hearing of complaints, nor does it define the "general supervision" enjoined in the Constitution, to be exercised by the Secretary of Internal Affairs, or authorize its enforcement except by the making of general or special reports as above-mentioned.

### Railroad Supervision.

More than twenty States of the Union have provided for railroad supervision by a commissioner or board of commissioners, giving them much more extensive powers than those conferred by the statutes of this Commonwealth. In the review of the reports received from other States, some accounts will be found of the authority vested in these officers. The rapid extension of our railroad lines, the augmentation of capital invested, and the vast increase of business transacted, showing results far in excess of the most sanguine estimates of a quarter of a century ago, when the first law providing for annual reports was passed, exhibit the necessity for a more careful State guardianship over these corporations, to harmonize clashing interests, scrutinize their operations and affairs, and protect the rights of the people; also, for such additional legislation as will more sharply define the rights and privileges that these corporations may clearly exercise, and those reserved by the Commonwealth. These lines have been efficient agents in the development of the resources of the State; they minister to the comfort and convenience of the people, and contribute largely to the public revenue, but the fact must not be forgotten that they are creatures of the Commonwealth, deriving all their power from it, and should be held to a strict accountability for the exercise of their valuable privileges.

### Complaints.

Many alleged wrongs are perpetrated by railroad corporations upon shippers as well as on people along their lines. The method of redress is so tedious and expensive that most persons will submit to what they are inclined to call impositions rather than appeal to the courts. Such griev-

ances, whether real or imaginary, beget a hostility to the companies that is usually suppressed until, when suitable opportunity offers, it is manifested in such unlawful acts as, unhappily, have been witnessed on more than one occasion. If there existed, or if the Legislature would provide, authority to make such examination of railroad companies, their lines, operations, and affairs as is annually performed in many other States, and for the inexpensive hearing, prompt and efficient disposition of such complaints as inevitably arise between transportation companies and their patrons as well as the public, where every citizen could feel assured of a patient and impartial hearing, a judicious exercise of such power would promote a better state of feeling between all parties.

Railroad lines, indispensable to the civilization of the age, have become a public necessity, and should not be hampered or embarrassed by any harsh, arbitrary, or oppressive regulations whereby their efficiency or remunerative operations would be affected; on the contrary, they are entitled to such fostering care of the Government as is not inconsistent with the general welfare. There ought not to be any ground of conflict between the corporations and the people—neither can prosper without the other.

With an intelligent revision and codification of all legislation pertaining to railroads, wherein the rights of the corporations and the people shall be clearly expressed, conferring authority for such fair and thorough supervision, enjoined in the Constitution, as the General Assembly shall deem necessary to serve public interests, and such legislation discreetly and thoroughly executed, there would be little ground for complaint on the part of the citizen, and the corporations would work in harmony and feel more secure in the enjoyment of their franchises.

### Accidents.

Accidents on railroad lines result from numberless causes. They are averted to a great extent by those companies that have instituted and practice a rigid periodic inspection of their tracks, bridges, trestles, tunnels, motive power, cars, &c., by additional tracks, watchmen at places of danger, introduction of the block-signal system, steam brakes, running of trains by telegraphic orders, &c. Other companies, from lack of system or neglect in the exercise of due vigilance or in providing sufficient safe-guards, are visited by loss of life and destruction of property. No system that man can devise will avert all the accidents incident to the operation of a line of railway, nor can any State supervision remedy all its casualties, but if the railroad corporations were made subject to official scrutiny, that fact would be an incentive to the exercise of additional care upon the part of their officers and employés, and if they were compelled to execute such uniform regulations as the proper authority of the Commonwealth might prescribe, many calamities that now occur would be prevented. Officers exercising railroad supervision in other States have exerted the power vested in them relative to the operations of the roads under their charge with manifest benefit to all concerned.

### Discriminations.

Every citizen of the Commonwealth is to some degree interested in the management of our railroad lines as an investor in stock or securities, or as a shipper or traveler. These lines carry the products of our farms, forests, mines, and manufactories, develop the rural districts and assist to populate and enrich the cities. They can be made the means of fostering improvements in some localities and retarding them in others; they can aid the prosperity of a favored establishment and "freeze out" another. The people need, and public sentiment demands, that the letter and spirit of the constitutional prohibition of discrimination in charges or facilities for transportation shall be observed, so that all points along the line of a railroad shall have equal facilities at rates predicated upon distance and service performed. Such uniformity cannot be secured as long as each corporation is permitted to exercise its extraordinary privileges as its own interest dictates. Complaint has been made that in arranging freight tariffs little consideration is given to the wants of the shipper at points where there is no competition. Passenger schedules and stops are arranged wholly as the officials of the lines decide, from whose decision there is no appeal. Rival lines meeting at a given point are often found to so arrange schedules as to unnecessarily delay passengers whose destination requires a change from one road to another.

### Maps of Railroad Lines.

The frequent applications to this Department for copies of the maps of the location of railroads and other public improvements, some of which, meager in detail, are found on file, and many never presented for filing, prompts the suggestion that all railroad and other transportation companies authorized to obtain a right of way should be required by law to file in the Department a detailed map of such right of way. The conveyances made to the corporation are supposed to be placed on record in the proper counties. These are sufficient to preserve the title to the corporations and for notice to any purchaser of adjacent land, yet they do not furnish such a plan of the entire line as would be needed in any public examination of it. In Connecticut every railroad company is required on the final location of its line in any town* to deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in the town,* drawn upon a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course, and the width of the land taken. Maps of any changes of the line are to be filed in like manner. A statement of the location, defining courses and distances, is required to be filed with the Secretary of State.

### Lines in Pennsylvania.

The railroad lines of Pennsylvania are generally well and efficiently managed. Some of them in construction, equipment, and arrangement for

*"Town" in Connecticut and other New England States corresponds with "township" in Pennsylvania.

the security and comfort of passengers and employés are not surpassed in the world. So conspicuous are these points of superiority that they have been highly commended in the reports of the railroad departments of sister States.

**Reduction in the Size of the Report.**

Many persons who have been accustomed to consult the pages of the annual report on "Railroads, Canals and Telegraphs," will be surprised to find this volume much thinner than its predecessors, and at the absence of "details" in the reports of the several companies which specially interested those concerned in their management or in their stocks and securities. The following official correspondence contains an explanation of this enforced condensation:

LETTER OF SECRETARY OF INTERNAL AFFAIRS TO THE ATTORNEY GENERAL.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, PA., *December 29, 1883.*

Hon. LEWIS C. CASSIDY, *Attorney General:*

SIR: In an act of the General Assembly regulating the printing and distribution of public documents, approved the 4th day of June, 1883, the seventh paragraph of the first section fixes the number of copies to be printed of the report of this Department on railroads, canals, and telegraphs, and provides for the apportionment and distribution of the same. To that paragraph a proviso is annexed, which reads as follows:

"*Provided*, That the report shall be condensed so as not to exceed five hundred pages."

Under the statutes of the Commonwealth, each "railroad, canal, navigation, and telegraph company, whose works or lines are in whole or in part within the limits of this State," are required to make out and forward to this Department, according to a prescribed form, an annual report, "embracing in *detail* the operations and affairs of the said corporation during the financial year, and such other information as the Secretary of Internal Affairs shall direct."

It is the duty of the Secretary to receive these reports, cause the same to be filed in his Department, and to transmit "copies" thereof to the Legislature on or before the 15th day of February, in each year. By the act of the 15th day of May, 1874, the Secretary is further required, "upon the reception of such returns," to "arrange the same for publication."

The report of the Secretary, with the "copies" transmitted therewith, becomes a "Legislative Document," and under the provisions of the general printing laws of 1856, 1871, and 1876, all such reports are required to be included in the volumes so designated, and have annually been printed in full therein.

Does the proviso above quoted supplant the plain requirements of the statutes prescribing the manner of making the reports to the Legislature, and of printing the same in the Legislative Documents? If not, would

not all considerations of public policy dictate that the copies provided by law for general distribution should be printed from the forms used for the "Documents," rather than to prepare an abridged edition for that purpose?

As the returns from the companies required to report to this Department will begin coming in after 1st proximo, a reply as early as convenient is desired. I have added for your convenience references to several acts of Assembly and the Constitution; also, some information relative to the railroad reports of this Commonwealth and of other States.

I am, Sir,

Respectfully yours,

J. SIMPSON AFRICA,
*Secretary of Internal Affairs.*

ACTS OF ASSEMBLY.

1859, April 4, P. L., 358. Auditor General to prepare and forward blanks to each railroad corporation whose road lies in whole or in part within the limits of this State, who shall make return in detail of its operations and affairs during the preceding year, and such other information as the Auditor General shall direct. Method of attestation and penalty for non-compliance prescribed.

1863, April 15, P. L., 464. Act of April 4, 1859, extended to canal companies.

1868, April 14, P. L., 96. Act of April 4, 1859, extended to telegraph companies.

1870, April 9, P. L., 61. Auditor General to prepare and forward a blank form to each railroad, canal, navigation, and telegraph company whose works or lines are in whole or in part within the limits of this State, who shall make an annual report, "embracing in detail the operations and affairs of said corporations during the financial year, and such other information as the Auditor General shall direct." Method of attestation and penalty for non-compliance prescribed. Reports to be filed in his office, and copies transmitted to the Legislature on or before the 15th day of February in each year.

1873, Constitution, article XVII, section 11. The existing powers and duties of the Auditor General in regard to railroads, canals, and other transportation companies, except as to their accounts, transferred to the Secretary of Internal Affairs.

1874, May 15, P. L., 193, section 2. The Secretary of Internal Affairs in *lieu* of the Auditor General, after July 1, 1875, to transmit to railroad and other corporations, named in above-recited acts, the blanks required, "and upon the reception of such returns he shall *arrange* the same for publication."

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I have selected from the printed volumes of the reports made to the

General Assembly, under the before-mentioned acts, facts from the returns of the several corporations, as follows:

| | *No. of corporations reporting.* | *Pages occupied.* |
|---|---|---|
| 1860, | 57 | 192 |
| 1861, | 59 | 218 |
| 1862, | 90 | 259 |
| 1871, | 116 railroads. | |
| | 32 passenger railroads. | |
| | 14 canals. | |
| | 4 telegraphs. | |
| Total, | 166 | 799 |
| 1880, | 173 railroads. | |
| | 41 passenger railroads. | |
| | 10 canals. | |
| | 7 telegraphs. | |
| Total, | 231 | 1,158 |
| 1882, | 185 railroads. | |
| | 39 passenger railroads. | |
| | 9 canals. | |
| | 8 telegraphs. | |
| Total, | 241 | 1,272 |

These pages were made up as follows:

(1882.)

| | |
|---|---|
| Title page and list of corporations, with date of filing reports, | 8 pages. |
| Tabulation of results, | 112 " |
| Reports of railroad companies, | 916 " |
| Reports of passenger railroad companies, | 156 " |
| Reports of canal companies, | 50 " |
| Reports of telegraph and telephone companies, | 30 " |
| Total, | 1,272 " |

If the work was to be limited to five hundred pages, the latter would be distributed as follows:

| | |
|---|---|
| Table of corporations and tabulated results, | 120 pages. |
| To be devoted to about 254 corporations, being a trifle over 1½ pages to each company, | 380 " |
| | 500 " |

In our last report the Pennsylvania Railroad Company's report covered 13 pages; Lehigh and Susquehanna, 10 pages; Philadelphia and Reading, 19 pages; Lehigh Valley, 9 pages; New York, Lake Erie and Western, 16.5 pages, and the Pittsburgh, Fort Wayne and Chicago, 14 pages.

This exhibit of the number of pages occupied by the returns of several of our leading lines shows the impracticability of reducing the space to be occupied by them, respectively, to one and a half pages. Even if such a condensation would be deemed lawful, it would require such an elimination of "details" as to render the report practically useless to those interested in the stocks or business of our transportation companies.

Below is given a brief statement of the number of corporations making

returns, and the number of pages of matter contained in the printed reports on *railroads alone*, issued by neighboring States:

| | | | |
|---|---|---|---|
| Ohio, 1880, | 72 companies. | 1,446 pages. |
| New York, 1877, | | 1,275 " |
| Massachusetts, 1882, | 102 " | 638 " |
| Michigan, 1881, | 58 " | 625 " |
| Iowa, 1882, | 28 " | 603 " |

REPLY OF THE ATTORNEY GENERAL.

OFFICE OF ATTORNEY GENERAL,
HARRISBURG, *February 1, 1884.*

Honorable J. SIMPSON AFRICA,
*Secretary of Internal Affairs:*

DEAR SIR: By direction of the Attorney General I have carefully examined and considered the matters referred to in your communication of the 29th of December, 1883, in respect to the publication of your report on railroads, canals, and telegraphs.

It seems to me that there can be no room for doubt or question as to the meaning and purport of the act, June 4, 1883, (P. L., 68,) so far at least as it relates to the subject of your inquiry.

For some reason not apparent upon the face of the act, it was plainly the intention of the Legislature to limit the number of copies of said report to two thousand five hundred, and to require a *condensation* of the contents "so as not to exceed five hundred pages."

There is, however, no irreconcilable repugnancy between these requirements and the prior acts upon the same subject, and we are therefore bound to give them such effect as the language necessarily involves.

The result thus reached is, that the Secretary of Internal Affairs is required to arrange for publication and to publish the returns of railroad, canal, and telegraph companies so *condensed* that the report shall not exceed five hundred pages, and to limit the issue to two thousand five hundred copies.

In its legal aspects, this is the construction which we must give to these acts and by which we must be governed until the Legislature shall see proper to provide otherwise.

With the wisdom or policy of the act of 1883 we are not concerned, nor are we called upon to suggest any remedy for its effect upon the value or usefulness of the report. That responsibility rests with the Legislature, and our duty ends with an interpretation of the statute as we find it, without reference to the results which it may involve.

Very respectfully,

ROBERT SNODGRASS,
*Deputy Attorney General.*

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A compliance with the printing law of 1883, limiting this report to five hundred pages, required the adoption of some uniform method for abridg-

ing the returns of the several companies which had always hitherto been printed in full. It was decided to insert the list of officers, characteristics of line, and balance sheet of each corporation, and to place in the tabulated results such additional statistics from the company returns as could be properly arranged therein. These tables, therefore, contain much fuller information than those of previous years.

As the space appeared to admit of the insertion of copious extracts from several of the largest railroad corporations, and it was believed such would be of public interest, they have been inserted, beginning on page 411.

The printing law above referred to also reduced the number of copies of this report allowed the Department for distribution from nine hundred to five hundred. This allowance will be exhausted in supplying the corporations, exchanges with the railroad departments of sister States, and others entitled to receive them, so that this Department will be unable to furnish many persons with copies who hitherto obtained them here.

### Review of the Railroad Reports of other States.

A brief synopsis of the principal topics mentioned in such of the late reports of the railroad departments of other States that this department has been favored with, is annexed hereto. As mentioned elsewhere, State supervision of railroads prevails in over twenty of our sister Commonwealths. While there is a similarity among many, no two exercise their authority in the same manner. In some, the duty is committed to a board of three commissioners, in others to a single commissioner or to a State officer in addition to his other duties.

#### ALABAMA.

This State provided for the formation of a Railroad Commission by act of its General Assembly approved February 26, 1881. The second annual report of the commissioners is for the year ending June 30, 1882. The act mentioned declared the main track of every railroad in the State a public highway, over which all persons have equal rights of transportation for passengers and freights, on the payment of just compensation to the owners of the railroad for such transportation. For overcharges or discriminations in rates, the injured party may recover, in an action at law, double damages and a reasonable counsel fee. The persons or corporation operating any railroad are required to post at each station their tariff of rates, both general and special, and are prohibited from making any reduction or rebate from such tariff in favor of any shipper which shall not be made in favor of all others by a change in such published rates, except that special rates may be given in aid of the development of an individual enterprise, and then must be published in like manner as the others. Any person or corporation found guilty of extortion or unlawful rebate is subjected to a fine of not less than ten dollars nor more than five hundred dollars, but it is provided that nothing in the act shall prevent any company from transporting freight free of charge.

The commission consists of a president, at a salary of $3,500 per year, and two associates, at a salary of $3,000 each, to be selected for two years by the Senate, from nominations made by the Governor. They are authorized to employ a clerk, at a salary not exceeding $1,500 per year. These salaries and other office expenses are paid from the State Treasury, and are assessed upon the several railway lines within the State, according to their respective gross earnings, as a "license tax," upon the payment of which by any person or corporation, and the production of satisfactory evidence that the party paying the same is prepared to transport freight and passengers with reasonable safety over his or their road, a license to use such road for one year will be issued. A penalty of $100 is provided for operating a railroad without a license. The commissioners are prohibited from holding stock in any railroad corporation, and from accepting any gift, gratuity, emolument or employment coming from the same, except a permit for themselves to pass over the road.

The commission is required to consider and revise all tariffs or charges for transportation submitted to it by any person or corporation operating a railroad; to hear all complaints against such tariffs, and make such investigations as may be deemed necessary, giving all parties interested due notice; to examine the railroads from time to time, and keep informed as to their condition and the manner in which they are operated, with reference to the security and accommodation of the public, and the compliance of the several corporations with their charters and the laws of the State; to recommend to the railroad companies, from time to time, the adoption of such measures and regulations as may be deemed conducive to the public safety and interest; to require any railroad or part thereof to be fenced when deemed necessary; to make an examination into the books and financial condition of any corporation operating a railroad on the application, in writing, of a director or the owner or owners of one-fiftieth of the paid-in capital stock, or of bonds or other evidences of indebtedness equal to one-fiftieth of such stock; and by correspondence, convention, or otherwise, to confer with the railroad commissioners of other States, for the purpose of agreeing, if practicable, upon a draft of statutes to be submitted to the Legislature of each State, which shall secure uniform control of railroad transportation in the several States, and from one State into or through another, as will best subserve the interest of trade and commerce of the whole country.

The commission is also authorized to summon, require the attendance of, and examine under oath, witnesses as they may think proper in relation to the affairs of any railroad company, and to have at all times access to the list of stockholders. Each corporation is required to make an annual return of its business in the manner prescribed by the board, and to furnish all information required relative to the management of its lines.

This enactment, while making full provision for a thorough investigation of the several corporations, their lines, and operations, and providing rem-

edies for the infringement of public or private rights, at the same time guards the companies from malicious or harassing complaints, and appears to have been framed in full view of the needs of the times. It is evident that the Legislature of Alabama is disposed to hold the railroad corporations within that State to that proper accountability to the sovereign power which is elsewhere exacted from other corporations invested with extraordinary privileges. This is not more than considerations for the interests of the public and the investors in railroad securities require. The suggestions looking toward uniformity in the railroad legislation of the several States are worthy the earnest consideration of the people and their representatives.

A number of complaints were heard, investigations had, and suitable recommendations made. It was charged in one case that a company had carried ministers and traveling companies at reduced rates in violation of law. The board decided that as nothing is more common among individuals than that ministers should be exempted from charges made on others, a practice which the general voice of mankind approves, there is no "unjust discrimination" in companies imitating the example set in numerous exempting statutes of the Legislature by passing such persons over their lines at reduced rates when engaged in ministerial duties. The second point of the complaint was also overruled on the ground that the statute was not intended to apply to excursions to conventions, conferences, synods, associations, or other public assemblages, or in cases where a number of tickets were sold to a company or crowd in one transaction. Several charges of discriminations in freight rates were considered, and appropriate recommendations made. A hearing was given relative to a railroad rule concerning the shipment of gunpowder and other explosives and combustibles. Action was taken on a complaint that a regular station had been changed to a flag station, and the board notified the offending company to re-open it as a regular station on a day named. Other complaints were duly considered, and suitable action taken by the board relative to: Erecting a depot building, fencing railroads, freight regulations at depots, and passenger fare reductions. The officers of a number of the railroad companies were examined under oath relative to their annual returns, cost, length, equipment, and management of the lines, and various other points of concern to those interested in corporations, and the evidence thus obtained is printed in the report.

Tables of the freight rates on a number of leading lines, as presented to the board for examination, and the same as revised and recommended by the board, are printed in considerable detail. In the efforts to secure a revision of the passenger and freight rates the commissioners met with opposition from a few of the corporations. Some denied the authority of the commission to require the production of their tariff sheets, and took ground that the State could not, under their charters, regulate their business.

The board, however, avoiding all discussion as to the authority of the State to exercise this jurisdiction, proceeded with the work, and during July and August examined and revised the freight and passenger rates of every railroad within the State. In the investigations all the lines, except one which has but a small part of its road in the State, were represented by one or more of their principal officers, usually the chief passenger and freight agents. The subject of revision was carefully investigated by the commission, the interests of the corporations and their patrons duly considered, and the rates so adjusted as to cure as far as practicable the complaints of unjust discrimination and extortion, and yield a fair return for the service performed. The tariffs adopted went into operation on all the roads, and when fully understood and enforced were generally satisfactory.

The report contains tables showing the stock, debt, cost of road and equipment, earnings, expenses, train mileage, etc., of each company, but as the columns are not footed up, the results cannot be stated. Beside occasional inspections, two of the commissioners made a thorough personal examination of each railroad in the State, looking in detail at the trestles, bridges, depots, and rolling stock, and in their report the roads are separately noted. The reports of the companies contain the names of the chief officers and directors, the kind of brakes used on trains, average number of persons employed, balance sheet, rates charged, express and sleeping car companies, receipts from mail service, and number of accidents to persons, with a statement of each.

The commissioners report that no railroad company failed or refused to adopt and put into effect any recommendation made by them, and say: "This whole subject of the regulation of the business of railroads by the State is one which is full of inherent difficulties and surrounded by many embarrassments. It is of recent origin, and yet the march of events forced it upon the most enlightened nations of Europe and a majority of the States of the American Union. None of these nations or States that have undertaken it have receded from this governmental work. Time and experience are necessary to develop and reduce it to a thoroughly arranged and complete system. The reformers who propose by heroic remedies to accomplish complete wonders in a day or not at all will find a more successful field of operation somewhere else than in dealing with this subject. No statutes, however wise, patriotic or well considered, will in themselves accomplish the work, and a tinkering and meddlesome administration of such statutes certainly will not. To make such regulation just and beneficial, worthy of a great State and promotive of its prosperity and the welfare of all who are entitled to the protection of its laws, this supervision must be exercised by an administration of such statutes, characterized by a spirit of justice, firmness, and patience."

The printed report contains a county map of the State on a scale of about twenty miles to an inch, upon which is represented the railroads, waters, cities, and towns, and its more than five hundred pages contain abundant

evidence of the earnest efforts of the commissioners to faithfully execute their duties in a manner alike just to the railroad corporations and the people they serve. While the statute creating the commission and defining its powers may need such amendments as experience shall suggest, it appears, at this distant view, to have afforded remedies for the correction of many errors that necessarily grow up among corporations that, not being under any general supervision, exercised the privileges granted by the charters according to the construction given by their own officers. The action taken by the commission in the many intricate and important questions presented for its consideration seems to have been well considered, and will doubtless promote more friendly relations between the railroad companies and the people residing along their lines, as well as add to the general prosperity of the State.

## CALIFORNIA.

The Constitution of this State declares all railroad, canal, and other transportation companies to be common carriers, and subject to legislative control; permits every railroad to intersect, connect with or cross any other road, and prohibits discrimination in charges or facilities for transportation of freight or passengers. It provides for the division of the State into three districts, nearly equal in population, and authorizes the election in each district of a railroad commissioner to serve for a term of four years, commencing on the first day of January next after his election. These commissioners are prohibited from being interested in any railroad or other transportation company as stockholders, creditors, agents, attorneys, or employès. The commissioners, designated as the "Board of Railroad Commissioners of the State of California," or a majority of them, have power, and it is their duty, to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose they have power to issue subpœnas and all other necessary process; to hear and determine complaints against such companies; to send for persons and papers; to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as courts of record, and enforce their decisions and correct abuses through the medium of the courts; to prescribe an uniform system of accounts to be kept by all such corporations and companies.

Companies which shall fail or refuse to conform to the rates established by the commissioners, or charge rates in excess thereof, or fail to keep their accounts in accordance with the system prescribed by the commissioners, are made subject to a fine not exceeding $20,000 for each offense.

By a law approved April 15, 1880, the Board was authorized to appoint a secretary, a bailiff, and a stenographer. The salaries were fixed as follows: For each commissioner, $4,000 per annum; secretary, $2,400; bailiff,

$1,200, and for the stenographer, as may be voted by the Board. In the performance of official duties, the commissioners and those in their employment have the right to pass free of charge on all railroads, steamers, ships, vessels and boats, and on all vehicles employed on or by any railroad or other transportation company engaged in the transportation of freight and passengers in the State. The process issued by the Board extends to all parts of the State, and may be served in any county by the bailiff or any person authorized to serve process of courts of record. All complaints made to the Board are required to be in writing, supported by the oath of the complainant. Summons issued requires the defendant to appear and answer within fifteen days from the date of service.

The first report of the Board is dated February 4, 1881. Under the law above cited, the Board is vested with extraordinary powers, and in the inauguration of the new system contemplated and directed to be introduced by that law, it became necessary for it to assume a difficult task, environed with many and great responsibilities, in entering upon the discharge of which, the members appear to have fully realized the importance and magnitude of the interests involved. Among the duties executed during the first year were the inspection of the tracks, stations, and warehouses on the several lines of railroads, in doing which over three thousand two hundred and eight miles were traveled. The tariffs of the several companies, with one exception, were examined and filed. In this tour of examination thirty-one cities and towns were visited, at each of which ample opportunity was given to persons who desired to appear before the Board. Oral statements were heard and committed to writing by the stenographer. Fourteen complaints were heard relative to excessive rates, inconvenient location of station, and lack of convenience in shipping live stock.

The second report is dated May 10, 1881, in which the reductions of freight rates, held under consideration since the organization of the Board, are printed. The Board, in its investigations, was met with a popular demand for sweeping reductions, but keeping in view the mutual relations and interest of shippers and transportation companies, endeavored to make such an adjustment of rates as would be just alike to both parties. The conclusion was arrived at that an arbitrary regulation of railroad charges is not only unjust to the railroads, but full of danger and injury to the public, and after carefully considering the scope of their authority, they adopted the following plan of action:

"That in determining rates of charges for transportation of freights and fares on the various lines, or portions of lines, of transportation within this State, the Board will have regard to the equities between shippers and carriers, and the protection of private property invested in transportation enterprises; and in determining what is a just and reasonable rate, will consider the value of the services performed, distance of carriage, volume and direction of traffic, the general character thereof to be fixed by classification as to volume, weight, value, the liability to accident, climatic influences,

compilation, grades, curvatures, cost of maintenance; and that in fixing, establishing, or adopting fares and freights, all parties to all cases arising out of the adjustment of rates, before any such rates shall become and be established as the rates of this Board, shall have full and ample opportunity to appear before this Board to be heard in the premises by counsel or otherwise, to summon witnesses, and to this end shall be entitled to processes of this Board, to the end that the judgment may be equitable, and its conclusions be just and reasonable."

In this report the Board candidly states the difficulties to be encountered in a faithful and just execution of its extensive powers, the popular clamor demanding sweeping reductions in rates, and the injustice and harm to the transportation companies that might result from any hasty or ill-considered action on its part, and indicated its wisdom in declining any marked change in tariffs of rates until the problem had been fully and carefully examined.

In the third report (1882) a review of the legislation relative to railroads enacted before the adoption of the present Constitution is given, in which it appears that as early as 1865 the question of regulating the charges of common carriers received some consideration by the Legislature. In 1872 legislative regulation of railroad charges was agitated, but it did not assume positive shape until the adoption of the "O'Connor bill," April 3, 1876. This enactment provided for a Board of three commissioners which was invested with power to inspect the railroads, hear complaints, intervene and settle differences, and to enforce penalties for extortion and unjust discrimination. This law did not attempt any adjustment of rates other than to prescribe the tariffs in force on the 1st day of January preceding to be maximum rates, leaving the companies free to charge less if they chose to do so. The Board thus formed continued the execution of its duties under this and an amended act until January 1, 1880, when it gave place to a new one chosen in accordance with the new Constitution.

The Board, after a careful review of the subject of rates in its bearings upon the shipper, the transportation company, and the general public, arrives at the conclusion that the establishment of inflexible relations between shipper and carrier is impracticable, and would work injury to both, and that their enforcement would upset commercial values and destroy confidence; the true policy being to give the greatest possible freedom to individual action, consistent with the rights of others equally free. Besides the question of rates, to which considerable space has been given and the experience of foreign nations and sister States noted, many other subjects within the scope of the powers of the Board are pretty fully, fairly, and intelligently discussed.

Returns of the several lines of railroads are printed, giving, according to an elaborate form adopted by the Board, full details of their operations and affairs. Tables are printed in which the rates of fares for passengers and for the transportation of the various classes of freight are shown, also the reductions made in the rates.

## Connecticut.

The thirty-first annual report of the railroad commissioners of this State is for the year ending September 30, 1883. The accompanying map shows the several lines of railroads and their connections with the systems of the adjoining States, the county boundaries, principal streams, and railway stations, on a scale of six miles to an inch. Twenty-three corporations made annual returns. Besides the semi-annual examinations required by law, an expert, under the direction of the board, made a careful inspection of the most important wooden bridges on the roads. Each principal line is noticed in the written report, and the improvements made by the companies, such as the relaying of rails, substitution of steel rails for iron, rebuilding of bridges, rebuilding and filling of trestles, repairs of telegraph lines, erection of new station-houses, freight-houses, and water stations, construction of new lines and sidings, and placing of electric signals, are particularly mentioned.

The General Assembly at its last session passed an act authorizing the commissioners to order the alteration of highways where crossed at grade by any railroad, when, in their opinion, public safety required such changes. After an examination of all the grade crossings in the State, the board directed a number to be carried over the tracks, and the expense to be borne by the town or railroad company, or to be apportioned between them, as the circumstances of the several cases seemed to warrant.

The accidents to persons were :

| | | | |
|---|---|---|---|
| *Killed*—Passengers, | | 2 | |
| Trespassers, | | 56 | |
| Employés, | | 41 | |
| | | —— | 99 |
| *Injured*—Passengers, | | 18 | |
| Trespassers, | | 32 | |
| Employés, | | 118 | |
| | | —— | 168 |

The average operating expenses were 73.18 per cent. of the gross income, and average net earnings on the amount of the permanent investmet, 4.99 per cent. During the last five years the amount of capital stock issued was increased $11,828,278; funded debt, $8,772,954; total income, $5,222,692; operating expenses, $5,171,384. The number of men employed during the year was 12,469.

The board consists of three members, appointed for the term of three years; one is required to be a lawyer of good standing in his profession of at least ten years' practice; one a capable and experienced civil engineer, of at least ten years' practice; and the other a good praetical business man. Their salaries and office expenses are paid from the State Treasury, and annually the amount thereof is apportioned among the several railroad companies in proportion to the length of their respective main tracks, which are required to pay the same to the treasurer. The commissioners and their official employés have the right, in the performance of their du-

ties, to pass free of charge over all the railroads of the State, and under the various statutes are invested with authority and are required to exercise a vigilant supervision over the corporations and their operations; on the written complaint of five stockholders or creditors of any railroad company, assigning sufficient reason, shall examine the road, rolling-stock, by-laws, and rules, and notify the company to make required repairs; make and enforce regulations as to method of selling tickets, furnishing comfortable seats for passengers, management of engines and cars at highway crossings, erection of warning boards and gates at crossings, exchange of baggage at intersecting roads, placing of guard-rails on bridges, construction of cattle-guards and fences, speed of trains and obstruction of highways by the same, and relative to many other subjects in which the people are interested.

A general law facilitating the organization of companies was passed in 1871, but a company cannot proceed to construct a road until the location has been approved by the commissioners, nor can any part of a railroad be opened for public travel until a certificate shall be given by them that such road is in a suitable and safe condition. After a final location of a railroad has been made, the company is required to file with the Secretary of State, a detailed statement of such location, and to deposit with the town clerk of each town through which the line passes, a plan of so much of the road as lies within the town, drawn to a scale of five inches to the mile, and showing the width of land taken. Under a law passed in 1883, in constructing new lines of railroads, the companies are required to cross public highways either over or under the same, except when, for special reasons, the commissioners grant permission for a grade crossing; and when a new highway is opened it must be carried over or under any railroad that it becomes necessary to cross. Looking to the safety of employés, the Assembly, in 1882, enacted that thereafter every freight car built or purchased should be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the purpose of coupling the same, and all couplers must be approved, before introduced, by the commissioners. The law of 1881 directed that the standard of time of the city hall in the city of New York, be made the standard of time for the State. This time was to be telegraphed daily to each station having telegraphic communication, at which a clock shall be kept regulated by said time. In all public time-tables this standard was to be used. The suggestion of the General Time Convention to make the time of the seventy-fifth meridian the standard for Connecticut, while it met the approval of the commissioners, was made too late for such legislative action as would secure an amendment of the act of 1881.

## GEORGIA.

The Constitution of this State confers upon the General Assembly power and authority to regulate railroad freight and passenger tariffs, to prohibit unjust discriminations on the various railroads, and to prohibit said roads from charging other than just and reasonable rates. A railroad commission, consisting of three commissioners, was chosen by virtue of authority

contained in an act passed the 14th day of October, 1879, and empowered to make reasonable and just rates of freight and passenger tariffs, to be observed by all the railroad companies doing business in the State; make reasonable and just rules and regulations to prevent unjust discriminations in the transportation of freight and passengers, or the giving or paying of any rebate or bonus; to make schedules of rates for each company, cause the same to be published and publicly posted and observed by the transportation lines. The sixth semi-annual report of the commission (Hons. James M. Smith, Campbell Wallace, and Leander N. Trammell) is dated October 15, 1882, and is chiefly devoted to the general subject of freight and passenger rates and questions arising from their establishment and enforcement; and it is to be inferred, in the absence of a full copy of the law creating the commission, that its duties are limited to the subjects above mentioned. Tables of rates are published, accompanied with the circulars issued by the commission, and reports of the consideration and decision of legal points raised. While these matters appear to have been given patient and full consideration they are of local interest only. There does not appear to be any statute or regulation requiring the corporations to make detailed reports of their organization and operations, such as is usual in many other States; and although the laws there appear to be far-reaching in certain directions and potent for the protection of the interests of the public, they do not seem to provide for the dissemination of such information of the financial condition of the corporations that investors in their stocks or securities are anxious to obtain.

## MASSACHUSETTS.

The fifteenth annual report of the Board of Railroad Commissioners of the Commonwealth of Massachusetts is for the fiscal year ending September 30, 1883. It contains a map representing the outlines of each town and its population in 1875. The location of the cities, villages, post-offices and money-order post-offices, also the lines of all the railroads within the State and many connecting ones in the adjacent States on the south and west. Sixty-five corporations made returns. The average cost per mile of a standard gauge road is $60,850; equipment, (per mile operated,) $6,250; narrow gauge, $29,634; equipment, $6,853. Average cost of operating the roads during the last ten years was about 69 per cent. of the gross receipts. Percentage of dividends last year to capital stock, 5.21 per cent. Average passenger fare, two cents per mile.

The great number of accidents occurring in the coupling and uncoupling of cars, killing or maiming many employés, prompts the commissioners to hope that some device may be adopted whereby the casualties from these sources may be averted.

The board of commissioners, under the laws of the Commonwealth, exercise a general supervision over all the steam and passenger railroads within its borders. It makes annual inspections of the track and equipment of the various roads, notes and calls the attention of the proper authorities to

any deficiencies that may be found. Among other powers it has authority to grant permission to make highway crossings at, above or below grade, order gates or flagmen at grade crossings, permit the introduction of improved switches and automatic train signals, grant permission for the running of Sunday trains when demanded by "public necessity and convenience." Complaints were heard and appropriate recommendations made relative to the running of Sunday trains, checking personal baggage, building passenger and freight stations, reduction of certain rates of fare and freight charges, commutation tickets, running additional trains, stopping trains at certain stations, loud whistling of freight engines during the night, and other subjects. The corporations concerned were generally prompt in complying with the recommendations of the board.

Reports are given of the investigation of causes of collisions, derailments, and other accidents resulting in death or injuries to persons and property. The rights of both the people and the corporations appear to be carefully guarded. Evidence of the consideration of the former appears by the following paragraph copied from the report:

"In several instances the board has been called upon to apply the well-settled rule that the people on a line of railroad are entitled to reasonable accommodation for travel and traffic, even if the company is not remunerated for the cost of furnishing it. The principles upon which this doctrine rests are too familiar to need argument. As briefly stated in one decision of this year, they may be reprinted here: 'Railroad companies are not private enterprises conducted solely for gain, but public corporations which have received great privileges, and owe a return to the community. The law-making power has intrusted them with the exercise of eminent domain in order to secure advantages for the people of the State. These advantages the people have a right to demand. The duty as well as the power of furnishing reasonable accommodation for the public has been granted by the State and accepted by the corporation.'"

Before a new road can be constructed, the board must be satisfied of its necessity; and it may, on petition of citizens interested, fix the route.

## MICHIGAN.

The eleventh annual report of the Commissioner of Railroads for this State, made November 30, 1883, was for the year 1882, and is accompanied with a county and railroad map. Fifty-nine corporations made annual returns. The length of the railroad lines of the State increased from sixty-three miles in the year 1838 to four thousand six hundred and nine miles at the close of 1882.

The casualty report shows that four passengers were killed and fourteen injured, forty-eight employés killed and two hundred and eighty-two injured, seventy other persons were killed and eighty-nine injured. Total number of accidents, five hundred and seven. The proportion of passengers killed to the whole number carried was one for every six millions and a fraction, and of the injured passengers one for about two millions. There, as in other States, car-coupling furnished the greatest proportion of victims, and the roll of casualties foots one hundred and seventy-three. Forty-eight persons were killed when walking on the tracks. The cost of road and equipment per mile was $55,594 74.

The returns of the companies contain: The names of the directors and chief officers; date of organization; number of stockholders, and number

of those residing in the State; date of annual meeting; termination of fiscal year; location of general offices; very full details of the financial accounts relating to stock, debt, cost of road and equipment, earnings, and expenses; description of road, when opened, length and termini of main line and branches; bridges, trestles, culverts, crossings, stations, fencing, road-bed, &c.

The Legislature, in 1873, enacted a general railroad law providing for the incorporation and regulation of railroad companies as well as for the appointment by the Governor of a railroad commissioner, and defining his duties. This officer, commissioned for two years, is paid a salary of four thousand dollars per annum, and cannot be interested in any manner in any stock, bond, or other property of any railroad company, nor can he in any manner be employed or connected therewith. Each company is required to make and transmit to the commissioner a report for each calendar year, specifying under forty-two heads mentioned in the act (essentially the same as will be found in the review of the Missouri report,) information relative to its organization and operations. The commissioner is also authorized to propound any additional interrogatories relating to the management of the corporations, which are to be answered in the same manner. He is authorized to examine into the condition and management of all other matters concerning the business of the railroads, so far as the same affect or relate to the interests of the public, and to the accommodation and security of passengers or persons doing business therewith, and whether the officers and employés comply with the laws of the State concerning them, and such other matters as he may deem important; and for such purpose he is authorized to examine the books, papers, records, and vouchers of any railroad corporation in his discretion; to issue subpœnas, compel the attendance of witnesses, and examine them under oath. Either on complaint or at his own option he may inspect and examine any track, bridges, or other structures of any railroad company, and after notice, enforce the making of such repairs as he may deem necessary to place the same in a reasonably safe condition. He may require the employment of flagmen at highway crossings or cause the erection of bridges or gates, as the public safety may demand, and it is made his duty, at least once in each year, to visit each county in which there is a railroad station and personally examine into the management of such railroad

The act mentioned is very comprehensive in its provisions concerning the formation of railroad companies and the regulation of their affairs, and embodies a number of wholesome restraints. Among its noticeable features are: A requirement to construct and file with the register of each county a map of so much of the route adopted as lies within such county, and in case of any change in location, a map thereof is to be filed in like manner; fixing the maximum and minimum rates of passenger fares; prohibiting the employment of any person as an engineer, train-dispatcher, fireman, baggage-master, conductor, brakeman, or other servant upon any

railroad, in any of its operating departments, who uses intoxicating drinks as a beverage.

The report of the commissioner, Hon. W. P. Innes, contains seven hundred and three pages, and gives evidence of laborious and careful preparation. The extensive corporate interests concerned are very fully and satisfactorily presented.

## MINNESOTA.

The last report received is for the year ending June 30, 1882, being the twelfth annual report. Average cost per mile of railroad operated in the State, was $43,934 12. Average passenger fare, 2.90 cents per mile.

Among many valuable recommendations relative to matters local to the State, the commissioner asks the Legislature to consider the propriety of adopting, as a police regulation, the policy of Michigan prohibiting the employment of men in the railway service who use intoxicating drinks. He says: "Whisky destroys more men about railways than car-coupling, broken rails or other like causes. Men who habitually use intoxicating drinks should be rooted from the service. Those who are daily and nightly intrusted with the lives of thousands of trusting travelers should abstain from all intoxicating drinks as a more perfect safeguard for their high public duty. So great is the interest of the general public in the sobriety of the engineers, conductors, train-dispatchers, switch-tenders, and others in charge of trains, that I deem it of great importance that a stringent law be passed, requiring temperance on the part of those connected with the operation of our railways."

The commissioner refers to the law of Massachusetts conferring upon the railroad commissioners of that State authority to decide upon the necessity of proposed roads, and suggests that the Legislature should consider the question if there should not be some power to restrict the exercise of the right of eminent domain in building roads not demanded by the wants of the people.

The casualties for the year were one hundred and seventeen killed and three hundred and fifteen injured. Of those killed there were two passengers, seventy-five employés, and forty others. Injured, twenty-one passgers, two hundred and forty-six employés, and forty-eight others. A large percentage is owing to misconduct or want of caution on the part of the the injured. In the coupling of cars eight persons were killed and eighty-nine injured, and the killed and injured from falling off trains in passing from car to car number thirty-five employés.

The law contemplates that the railroad commissioner shall carefully examine and inspect the condition of each railroad in the State, but that officer complains that he has not been provided with the means for the performance of that duty. He, however, collated and published accounts of several train accidents that resulted in loss of life and destruction of property.

The condition of the road-bed and equipment of a number of lines is noted; also the improvements made during the year, such as extension of lines, side-tracks, introduction of steel rail, new bridges, new rolling stock, etc.

531.87 miles of new roads were constructed during the year. In tonnage grain contributed more than one-fifth. The operating expenses were 54.27 per cent. of the gross earnings. Capacity of grain elevators, thirteen million and eighty thousand bushels.

Each company makes an annual report in detail similar to reports made by the Pennsylvania lines to the Secretary of Internal Affairs, with the addition of tables showing the amount and kind of freight shipped both directions from each station.

Since the above review was written, this Department has been favored with a copy of the Railroad Commissioner's thirteenth annual report, being for the year ending June 30, 1883.

While the commissioner finds constant employment in the discharge of his duties relative to tax revenues, discriminations, and abuses, hearing of complaints and their adjustment, examination of causes and prevention of accidents, inspection of roads, bridges, and trestles, examination of companies' books, as well as to other matters pertaining thereto, he expresses the opinion that the authority of the office should be enlarged, and recommends the adoption of a code similar to that in force in Massachusetts or Illinois: "A very important duty of the commissioner is to stand as a friendly umpire between the public on one hand and the railway interests serving it on the other. For this purpose he investigates local complaints of all classes, and brings the attention of the railway managers to their consideration, and stands as an impartial arbitrator. Work in this direction results in great advantage to the public. In this manner very many cases are disposed of quietly and without any litigation. Bitter controversies, antagonisms, and even law suits, are thus averted. The number of cases of this sort are constantly on the increase, and are very generally adjusted to the mutual satisfaction of both parties." A case is then cited where, by the intervention of the commissioner, a freight tariff on one of the leading lines that had been raised from fifty to one hundred per cent. at different points, was so reduced as to be entirely satisfactory to the complaining parties.

Breadstuffs form a large part of the railway tonnage of the State, and the grading of and freight charges on wheat give rise to much discussion and complaint on the part of the people. The commissioner points out the errors and injustice of the "grading" and elevator systems that prevail in that State, and are local to the wheat-growing sections of the upper part of the Mississippi valley. He thinks the wages paid to brakemen, conductors, and engineers is not commensurate with their responsibilities and risks, and out of proportion to the salaries of the higher officials, and suggests that their pay might be advantageously increased gradually after years of continuous and acceptable service as an incentive to honorable employés. The advantages enjoyed by a class of employés on one of the lines in Pennsylvania is mentioned with favorable comment.

The table of accidents shows that one hundred and thirty-eight persons were killed, and two hundred and eighty-three injured on the roads. The

coupling of cars foots up twelve killed and one hundred and nine injured, a strong incentive for the introduction into this branch of the railway service of some device whereby the lives and limbs of the employés may be more safely guarded. Of the number of passengers carried, one in one hundred and eighty-three thousand nine hundred and seven was either killed or injured, not a large proportion, but greater than that found in many other States. Fifty-one trespassers were killed and twenty injured. The number of employés killed or injured was three hundred and fifteen. The vending of impure literature on the trains is properly censured, and the officials of the railways informed that a just sense of propriety would demand a suppression of such traffic A full account is given of the conception of a railway to the western coast, and the various projects which ultimated in the construction of the Northern Pacific road, in which the parts acted by numerous public men are noted. The betterments made on the various lines in equipment, roadway, and track, are specially mentioned. Seventy-three of the seventy nine counties now enjoy railway facilities. For the year ending December 1, 137.45 miles of railway were built.

## MISSOURI.

In the revision of the statutes of this State in 1879, all the enactments relating to the formation of railroad companies, the construction and operation of their lines and kindred subjects, were suitably and conveniently arranged.

Under a law passed in 1875, a board of railroad commissioners was authorized. The commissioners are chosen by the people for a term of six years, one each alternate year. The salary of each is three thousand dollars per year, and that of their secretary is fifteen hundred dollars. No person owning any bond, stock, or other property in any railroad company, or in the employ of any railroad or transportation company, or in any way or manner personally interested therein, can serve as a commissioner. The commissioners are required on complaint made and filed against any company to make an investigation thereof, and for that purpose have power to send for persons and papers, administer oaths, and to examine any and all books kept and used by such company, and if the charges are sustained, the cost is to be paid by the company, but if not sustained, then the expenses of the investigation are to be paid by the complainant. They are authorized to classify articles of freight transported, and to reduce the rates whenever, in their judgment, it can be equitably done; to carefully examine the condition of the several railroads of the State, and to inspect and examine the tracks, bridges, or other structures, and direct such repairs as they may deem necessary, and enforce a compliance with their directions.

Each company doing business in the State is required to transmit to the commissioners, on or before the first day of April in each year, a full and true statement, under oath, of the affairs of the corporation for the preceding calendar year, specifying therein:

1. The amount of capital stock subscribed, the number of shares, and the par value thereof.

2. The names and owners of its stock, the amount owned by them respectively, and the residence of each stockholder as far as known.

3. The amount of stock paid in, and by whom.

4. The amount of its assets and liabilities.

5. The names and places of residence of its officers.

6. The amount of funded debt.

7. The amount of floating debt.

8. The estimated value of the road-bed, including iron and bridges.

9. The estimated value of rolling stock.

10. The estimated value of stations, buildings, and fixtures.

11. The estimated value of other property.

12. The length of single track on main line.

13. The length of double track on main line.

14. The length of branches, stating whether they have single or double track.

15. The aggregate length of siding and other tracks above enumerated.

16. The number of tons of through freight carried during the year preceding the making of the report.

17. The number of tons of local freight carried during the same time.

18. The monthly earnings for the transportation of passengers during the same time.

19. The monthly earnings for the transportation of freight during the same time.

20. The amount of expenses incurred in running and management of passenger trains, in the running and management of freight trains, and the running and management of mixed trains during the same time.

21. The expenses incurred in the running and management of the road, including the salaries of officers for the same time, which shall be reported separately.

22. The amount expended for repairs, including maintenance of roadway, repairs, and renewal of bridges, ties, and iron.

23. The amount expended for other improvements not included in the last sub-division.

24. The amount expended for motive power, cars, station-houses, and all other buildings and fixtures, including all other expenditures in the management and running of said road.

25. The rate of fare for passengers each month during the same time, through and way passengers separately.

26. The tariff of freights, showing the change of tariff, if any, during the same time.

27. A copy of each published rate of fare for passengers and tariff of freight issued for the government of its agents during the same time, and whether the rate of fare and tariffs of freights in such published list are the same as those actually received by the company, and if not, what were received.

28. What express companies run on its roads, and on what terms and conditions, and the kind of business done by them.

29. What freight and transportation companies run on its roads, and on what terms, and whether such freight and transportation companies use the cars of the railroad company or cars furnished by themselves.

30. Whether the freight or cars of such transportation companies are given any preference in speed or order of transportation, and if so, what.

31. What running arrangements it has with other railroad companies; and

32. Answer such additional interrogatories as the commissioners may make and propound.

The roads are classified as A, B, and C. The first class includes all through or trunk lines, and these are limited to the charge of three cents per mile for transportation of passengers. The second class includes all branch roads owned, leased, or operated by through or trunk line companies; and the third class embraces all other roads in the State. In classes B and C the maximum passenger fare is fixed at four cents per mile. Freights are arranged into four general and seven special classes. That comprising the special classes is particularly mentioned, and the maximum rates for transportation are fixed. All articles not specifically mentioned are to be placed in the general classes by the commissioners.

During 1882, 260.97 miles of new road were completed, and at the close of the year there were in the whole State 4,501.58 miles in operation. 19[illegible].75 miles were of three feet and the remainder of standard gauge, all constructed since 1851. This mileage belongs to eighty-one main and branch roads, operated nominally by twenty-six companies. The earnings and expenses for 1882 were as follow:

| | | | | | |
|---|---|---|---|---|---|
| Gross earnings, | . . . . | $27,616,659, | equal to | $6,305 | per mile. |
| Total expenses, | . . . . . | 17,875,000, | " " | 4,082 | " " |
| Net earnings, | . . . . . | 9,741,659, | " " | 2,198 | " " |

The stock and bonded debt amount to $222,750,000, equal to $49,500 per mile of road.

Abstracts from the reports of the companies appear in the report, and contain lists of the general officers, accounts of stock, debt, revenue, expenses, rates of passenger fares, characteristics of roads, rolling stock, and employés, also general balance sheets. The results are tabulated in pretty much the same manner as is practiced in Pennsylvania.

A large number of complaints were made about overcharges in rates of freight, upon which such action as was warranted by the law was taken by the commissioners and their decisions were generally acquiesced in.

The commissioners in their report say: "The discussions that have taken place in our own and in other Legislatures and in the public press, have proved not only that our theory of State supervision of railroad transportation is correct, but that the trend of public opinion all over the country is decidedly in the same direction. Several additional States have created railroad commissions for the very purpose of regulating rates; and

States that have for many years had such commissions, but without any direct and specified authority over the subject of rates, have been moving towards the point of adding this authority to the other duties of their commissioners. The indications are very plain that in the near future not only will there be a railroad commission with specific authority in regard to rates of transportation in every State of this Union, but that these commissions will also be supplemented by a national commission so constituted as to work in harmony with them. As if to give judicial sanction to this expression of the popular will, the United States Supreme Court, in its decision rendered in May, 1883, in the case of Neal Ruggles, defendant in error, against the people of the State of Illinois, has entirely swept away the last barricade of the opponents to this theory. We hail this decision as the harbinger of a brighter day; a day that will witness a greater respect for and more ready compliance with the provisions of law on one side, and more confidence in the wisdom and integrity of our courts on the other; that will establish equality before the law between the natural persons and the artificial persons so rapidly multiplied within the last few years, and allay the antagonism between the individual citizen and the carrier corporation."

## New York.

An act passed in 1882 and amended in 1883 provided for a board of railroad commissioners to consist of three persons to be appointed by the Govnor, and to hold office respectively for three, four, and five years, and their successors to serve for the full term of five years. The board is authorized to appoint a secretary and a marshal, and employ from time to time additional clerical force and engineers, accountants, and other experts when they deem their services necessary. The commissioners and their secretary are prohibited from holding any official relation to any railroad corporation, and from owning stock or bonds of any such corporation.

The board has the general supervision of all railroads in the State, and it is made its duty to examine the same and keep informed as to their condition and the manner in which they are operated, with reference to the security and accommodation of the public and compliance of the several corporations with the provisions of their charters and the laws of the State; to investigate the causes of any accident resulting in loss of life or injury to persons which, in their own judgment, shall require investigation, and to embody the result of such investigation in the annual report; to examine the books and affairs of any railroad corporation or compel the production of copies of books and papers, issue subpœnas, compel the attendance of witnesses and examine them; when satisfied that any corporation has violated any constitutional provision or law, or neglects to comply with the act by which it was created, or unjustly discriminates in its charges for service, or refuses to comply with any law or recommendation of the board, shall, after notice to such corporation and continuance of such neglect or violation, present the facts to the Attorney General, who is required to take

such proceedings thereon as may be necessary for the protection of public interests; to notify any railroad corporation to make such repairs on its road and addition to its rolling stock, addition to or change of stations, station-houses, or terminal facilities, change in the rates of fare for transportation of freight or passengers, or mode of operating the road and conducting its business, as is reasonable and expedient in order to promote the security, convenience, and accommodatian of the public, and if, after due hearing, such changes and improvements are not made, to report the facts to the Attorney General for his consideration and action.

The commissioners are authorized in their official capacity to enter and remain during business hours in the cars, offices and depots, and upon the roads of any railroad corporation, and are prohibited under severe penalty from soliciting or recommending the appointment of any person to any position. The corporations are likewise prohibited from offering any appointment or other consideration to the commissioners, their clerks or employés. Severe penalty is also prescribed against the commissioners, their secretary, agents or employés from requesting or accepting any pass, present or gift of any kind from a railroad company, or for secretly revealing any information gained from one railroad company to another. The commissioners and their employés are transported free over the railroads, when in the discharge of their duties, on passes issued by the Secretary of State.

The salary of each commissioner, who is prohibited from engaging in any other business vocation, is fixed at $8,000 per annum; secretary, $3,000; marshal, $1,500, and the entire annual expenses of the board are limited to $50,000. The salaries and expenses are paid from the State treasury, but the aggregate is levied upon and collected from the several corporations. Each is required to pay its just share, one-half in proportion to its net income, and one-half in proportion to its length of main track or tracks.

The Board is required, in its annual report to the Legislature, to make such statements and explanations as to disclose the actual working of the system of railroad transportation in its bearing upon the business and prosperity of the State, accompanied with suggestions as to the general railroad policy of the State, or the amendment of its laws, or as to the condition, affairs or conduct of any of the railroad corporations, as may seem appropriate. It is also charged with the duty of recommending to the Legislature such bills as may protect the people's interests in and upon the railways, and further, when requested by the Governor, Legislature, any railroad corporation, or any incorporated organization representing agricultural or commercial interests, to take testimony upon and have hearing for and against any proposed change of the law relating to railways, and to make report in writing of their conclusions.

During the year seventy-five complaints were made to the Board on the following subjects:

1. Discrimination in rates of freight.
2. Excessive rates of freight.

3. Over-charge in passenger rates.
4. Insufficient accommodations in station facilities, means of transportation, &c.
5. Dangerous crossings.
6. Obstructing crossings.
7. Violations of contracts.
8. Violations of law.
9. Railroad management.

In order to elicit information on the first subject, the Board prepared a circular and sent out twelve thousand copies to grangers, agricultural societies, mayors of cities, presidents of incorporated villages, dealers, railroad companies, boards of trade, farmers, newspapers, business firms, produce dealers, and manufacturers. Shippers of every character had thus an opportunity of presenting their views, and the Board obtained a mass of valuable information bearing upon this point, but the commissioners were of opinion that still further investigation was necessary to make the work complete.

A system of quarterly reports has been adopted, and it is suggested that its introduction will, in some measure, prevent the improper manipulation of railroad securities and contribute to making those securities more stable. The printing of these reports in the newspapers in an abstract form similar to those of the banks is proposed.

The Board, by its members, or an engineer employed for the purpose, inspected nearly all the roads of the State, and a report is made of the condition of each one examined, in which the length of line, state of road bed, rails, joints, bridges, trestles, fences, crossings, station buildings, rolling stock, motive power, &c., are noted.

During the year ending September 30, 1883, twenty-three persons were killed and one hundred and seventy-seven injured in the work of coupling cars, and in view of the numerous casualties in this branch of the service, the Board suggests the use of automatic couplers, and names several roads upon which they are used with satisfaction. The fact that the signals used on many lines differ from those used on other roads, and that such difference has resulted in serious accidents, induces the Board to recommend to the Legislature the passing of a law to secure the observance of an uniform code. The numbering of all employés connected with passenger transportation after the style adopted for the police force of large cities is recommended.

An interesting report on color-blindness, imperfect vision and deafness among railroad men, was made to the Board by E. Hutchinson, M. D. From many thousand tests made by experts in the United States, it was found that about four per cent. of the railroad employés examined were color-blind.

Among the complaints heard by the Board, were: Discourteous treatment of passengers by ticket-agents and gate-men; insufficient station accommodations; overcharges and discriminations in freight rates. Hearings were

had on petitions for stoppage of fast trains at certain important stations; for additional brakemen on trains; increased train accommodations; for changes in schedules of passenger trains; improved station facilities; flagmen to be placed at highway crossings, etc. All the cases presented for the consideration of the Board were carefully considered, and its recommendations to the corporations for the correction of the evils or inconvenience complained of were generally promptly complied with. Twelve accidents were carefully investigated. These included the breaking down of railroad bridges, the killing and wounding of passengers and employés, parting of trains, collisions, etc.

This State is to be commended for the advanced step taken in the control and direction of its railway corporations, and the thorough and liberal plan upon which its board of commissioners has been organized. The Board seems to be invested with ample power to correct many evils incident to the exercise of unrestrained corporate privileges, and by bringing accuser and accused together in public investigations, a better understanding and observance of each other's rights is secured.

## OHIO.

The sixteenth annual report of the Commissioners of Railroads is for the year ending June 30, 1882, and forms a handsome volume of 1,602 pages, printed in 1883. It is accompanied with a map of the State, showing the counties, railroads, canals, principal towns, and the population of each county. The several systems of railway lines are represented by different colors. Ninety-nine returns of corporations were filed. The average cost of roads and equipment is $58,724 06 per mile. The increase in the number of miles of railroads has been from 36 miles in 1841, to 6,191.795 in 1882. 862.90 miles are narrow guage. The casualties number 1,174, as follows:

| | Killed. | Injured. | Total. |
|---|---|---|---|
| Passengers, . . . . . | 6 | 44 | 50 |
| Employés, . . . . . | 151 | 581 | 732 |
| Others, . . . . . | 172 | 202 | 374 |
| Not classified, . . . . . | . . . | . . . | 18 |
| | 329 | 827 | 1,174 |

During the preceding fifteen years one person was injured, on an average, every twenty-four hours, and one killed every forty-two hours. Of the accidents during 1882, the passengers contributed one per cent. of the killed; employés, 46 per cent.; and "others," 53 per cent. Of the injured, 5 per cent. were passengers; 71 per cent. employés, and 24 per cent. "others." Twenty-three persons were killed, and 335 injured in coupling cars or in being caught between the engine and cars. Track-walkers suffered to the extent of 116 killed, and 88 injured. Eight hundred and sixty-five train accidents were reported; 400 were caused by derailments, 320 by collisions, and 145 from other causes, such as accidental obstructions, broken axles,

etc. Of the derailments, 40 were caused by misplaced switches; 13 each by cattle on track, broken trucks, and spreading of rails; and of the collisions, 76 were caused by carelessness, 36 mistake in or disobedience of orders, 40 failure to use or absence of signals, 13 each from cars on main track, and carelessness in side-tracking.

The telegraph lines in the State extend over 9,297.63 miles, and are operated by 1,767 persons; 848 stations have been established.

The reports of Professor R. W. McFarland, S. W. Robinson, and Lieutenant George Ruhler, experts, selected for the inspection of the bridges and railways of the State, cover more than four hundred pages, and describe in detail the size, plan of construction, and condition of the bridges, piers, abutments, trestles, arches, and tunnels; also, the alignment of the roads, construction of road-beds, the rails, switches, ties, ditches, and many other points of interest to the practical railroad man. Their investigations appear to have been thorough, and are doubtless very satisfactory both to the management of the various lines of roads, and to the citizens of the State in general.

The office of Railroad Commissioner was created by the act of the General Assembly, passed April 5, 1867. He is appointed by the Governor, for the term of two years, at a salary of $3,000 per annum. He is prohibited from being in any manner interested in any railroad company, its stock or securities. Among his duties are: To examine into any alleged violations of law on the part of the officers, employés or agents of any railroad company, and in such examinations is authorized to issue subpœnas and administer oaths to witnesses; on complaint or otherwise, to inspect any of the tracks, bridges or other structures of any railroad in the State, and if, in his opinion, the same are unfit for the transportation of passengers with reasonable safety, to require needed repairs to be made.

The reports of the companies are made for the fiscal year ending with the 30th day of June. The form is prescribed by law, and no corporation is relieved from communicating the information asked for by the commissioner on the ground that it does not keep its accounts in such a manner as to enable it to do so. The rates of transportation for passengers and for freight of the several classes—coal, pig-iron, limestone, iron-ore, stone, and lumber—according to distance, are given; also the compensation paid for injuries, fatal or non-fatal, to persons and for animals killed; number and length of bridges and trestles and the age thereof and times when inspected by employés of company; length, character, and cost of fencing; average life of locomotives, cars, rails, frogs, ties, bridges, telegraph poles, and fence posts, etc. The other items are similar to those given in the Pennsylvania reports.

The commissioner's report, so full of details, indicates the completeness of the returns of the several corporations, the efficiency of the statutes bearing on the subject, and the fidelity of the commissioner in the execution of his varied and comprehensive duties.

**Table of Results Extracted from late Reports from other States.**

| | Capital stock. | Debt. | Gross income, (in the State.) | Net income. | Characteristics of Road. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Length of main line in State —miles. | Length in miles of second and third tracks. | Length in miles of sidings. | Length in miles of all tracks. | No. of miles of track laid with steel rail. |
| Alabama. | | | | | | | | | |
| Connecticut, . . . . . | $56,953,678 | $31,118,353 | $16,234,942 | $4,355,105 | 973.46 | 139.92 | 246.33 | 1,359.71 | †1,363.36 |
| Iowa, 1883, . . . . . | 379,360,616 | 416,847,922 | 34,433,355 | 11,605,904 | 7,014.95 | 47.06 | 877.16 | 7,939.17 | 3,560.93 |
| Massachusetts, 1883, . . | 122,367,572 | 72,933,291 | 43,380,388 | 10,900,480 | 1,953.26 | 587.30 | 799.25 | 3,339.81 | 2,774.43 |
| Michigan, 1882, . . . | 244,087,221 | 291,951,972 | 28,198,063 | . . . . . | 4,609.00 | 356.24 | 1,397.21 | 10,547.55 | 7,039.03 |
| Minnesota, 1883, . . . | *265,505,190 | *281,865,259 | 23,508,089 | . . . . . | 3,905.38 | . . . . . | . . . . | . . . . . | 2,620.92 |
| Missouri, 1882, . . . . | 283,675,466 | 256,178,625 | 27,616,659 | . . . . | 4,501.58 | 24.55 | 700.78 | 5,226.59 | 2,620.92 |
| New York, 1883, . . | 639,149,177 | 556,711,901 | 133,980,625 | 47,092,926 | 7,215.94 | . . . . . | . . . . | 11,715.54 | . . . |
| Ohio, 1882, . . . . . | 460,740,911 | 481,625,915 | 45,768,398 | 13,634,575 | 6, 91.79 | . . . . . | . . . . . | . . . | 5,644.09 |
| Pennsylvania, 1883, . . | 669,049,767 | 699,753,407 | 47,969,420 | . . . . . | 10,056.49 | . . . . . | . . . . . | 15,630.75 | 11,731.06 |

*The proportion of stock and debt for the State was $122,519,034 78.
†On entire lines.

**Table of Results Extracted from Late Reports from other States—*Continued.***

| | Locomotives. | Passenger cars. | Mail, express, and baggage cars. | Freight cars. | Employés. | Employés in the State. | Passengers carried one mile in the State. | Tons of freight carried one mile in the State. | Proportion for the State of cost of road and equipment. |
|---|---|---|---|---|---|---|---|---|---|
| Alabama. | | | | | | | | | |
| Connecticut, 1883, . . . . . | 386 | 624 | 218 | 10,463 | 12,469 | . | 336,254,721 | 410,651,513 | . . . . . |
| Iowa, 1882-3, . . . . . | 3,104 | 1,362 | 713 | 88,444 | 94,500 | 27,112 | 918,227,111 | 5,420,260,374 | $219,739,068 |
| Massachusetts, 1883, . . . . . | 1,286 | 1,790 | 482 | 28,008 | . . | 29,844 | 943,245,658 | 1,220,824,418 | 198,901,277 |
| Michigan, 1882, . . . . . | 2,427 | 1,024 | 500 | 72,455 | 49,867 | 20,283 | *967,401,766 | *5,781,580,167 | 190,545,276 |
| Minnesota, 1883, . . . . . | 2,018 | 866 | 484 | 60,574 | 64,223 | 10,570 | 117,734,230 | . . . . . | 159,071,150 |
| Missouri, 1882, . . . . . | 1,643 | 788 | 353 | 50,135 | . . . | 18,394 | . . . . | . . . . . | . . . . . |
| New York, 1883, . . . . . | 4,025 | 3,088 | 970 | 158,840 | . | . . . | . . | . . . . . | . . . . . |
| Ohio, 1882, . . . . . | 3,145 | 1,529 | 622 | 102,805 | 73,949 | 34,815 | 1,098,768,751 | 8,244,019,566 | 361,932,992 |
| Pennsylvania, 1883, . . . . . | 5,615 | 3,474 | 1,051 | 226,219 | 138,057 | 71,151 | † | ‡ | . . . . |

*On entire lines.

† The number of passengers carried one mile in Pennsylvania cannot be given, many of the companies' reports being defective in this particular.

‡ The gross tonnage of the State was 164,673,348.

**Growth of Passenger Traffic in Philadelphia.**

There has been compiled in the Department a series of tables containing extracts from the annual reports of the passenger railway companies of the city of Philadelphia for each year from 1860 to 1883, inclusive. These tables contain so much information of interest and value to persons concerned in the solution of the problem of rapid transit that it was deemed important to give them to the public. They are printed on pages 357 to 368, and a careful examination thereof will show that there has been a marked annual increase in the passenger travel in our metropolis since the introduction of the street railway system.

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**Legislation relative to the Annual Reports of Railroad, Canal, and Telegraph Companies, and defining certain duties of the Secretary of Internal Affairs.**

AN ACT

Requiring Railroad Companies to make uniform reports to the Auditor General.—Approved April 4, 1859. [P. L., 358.]

SECTION 1. That the auditor general of this commonwealth be and is hereby directed to make out and cause to be printed a blank form for the annual reports of the several railroad corporations of this state, referred to in the second section of this act; and the said auditor general shall forward, by mail or otherwise, on or before the first day of October in each year, to each of the said corporations, copies of the said form; and when the same shall have been received from the several railroad companies, he shall cause them to be filed in his office, copies of which shall be transmitted to both branches of the legislature, on or before the fifteenth day of January in each year.

SECTION 2. That it is hereby made the duty of each railroad corporation whose road lies in whole or in part within the limits of this state, to make out and return to the auditor general an annual report according to a form to be prescribed by the said auditor general, embracing in detail the operations and affairs of the said corporation during the preceding year, up to and including the thirtieth day of October, and such other information as the said auditor general shall direct; said report to be attested by the oath or affirmation of the president or acting superintendent and the treasurer of the company, and to be forwarded to the auditor general, on or before the first day of December in each year.

SECTION 3. That every such railroad corporation, which shall refuse or neglect to make such report as before provided, shall be liable to a penalty of five thousand dollars, to the use of the commonwealth, for every such refusal or neglect, to be sued for and recovered as debts of like amount are or may be by law recoverable.

AN ACT

Requiring Canal Companies to make yearly reports to the Auditor General.—Approved April 15, 1863. [P. L., 464.]

SECTION 1. That the provisions of the act, entitled "An act requiring rail-

road companies to make uniform reports to the auditor general," approved April fourth, Anno Domini one thousand eight hundred and fifty-nine, be and the same is hereby extended to all canal companies, whose works in whole, or in part, lie within the limits of this commonwealth; and that the reports, required by this act, shall be transmitted, on, or before, the fifteenth day of January in each and every year.

## AN ACT

Requiring telegraph companies to make yearly reports to the Auditor General.—Approved April 14, 1868. [P. L., 96.]

Section 1. That the provisions of the act entitled "An act requiring railroad companies to make uniform reports to the auditor general," approved April fourth, Anno Domini one thousand eight hundred and fifty-nine, be and the same are hereby extended to all telegraph companies owning, leasing, or controlling lines in whole or in part within the limits of this commonwealth.

## AN ACT

Requiring railroad, canal, navigation, and telegraph companies to make uniform reports to the Auditor General.—Approved April 9, 1870. [P. L., 61.]

Section 1. That the auditor general of this commonwealth be and is hereby directed to make out, and cause to be printed, a blank form for the annual reports of the several railroad, canal, navigation, and telegraph corporations of this state, referred to in the second section of this act, and the said auditor general shall forward by mail or otherwise, on or before the first day of October in each year, to each of the said corporations, copies of the said form; and when the same shall have been received from the several aforesaid corporations, he shall cause the same to be filed in his office, copies of which shall be transmitted to the Legislature on or before the fifteenth day of February in each year.

Section 2. That it is hereby made the duty of each railroad, canal, navigation, and telegraph company, whose works or lines are in whole or part within the limits of this state, to make out and return to the auditor general an annual report, within thirty days after the expiration of their financial year, according to a form to be prescribed by the said auditor general, embracing in detail the operations and affairs of the said corporations during the financial year, and such other information as the auditor general shall direct; said report to be attested by the oath or affirmation of the president, superintendent, or sequestrator, and the treasurer of the company: *Provided*, That companies whose financial year ends after December thirty-first, shall make approximate reports to December thirty-first, and forward the same on or before the thirty-first day of January.

Section 3. That every such railroad, canal, navigation, and telegraph corporation, which shall refuse or neglect to make such report as before provided, shall be liable to a penalty of five thousand dollars to the use of the commonwealth, for every such refusal or neglect, to be sued for and recovered as debts of like amount are or may be by law recoverable.

SECTION 4. That all acts or parts of acts of assembly inconsistent with the provisions of this act be and they are hereby repealed, saving, however, to the commonwealth the right to collect any penalty heretofore incurred.

CONSTITUTION OF 1873.

ARTICLE IV, *Section 19.* The Secretary of Internal Affairs shall exercise all the powers and perform all the duties of the Surveyor General, subject to such changes as shall be made by law. His department shall embrace a bureau of industrial statistics, and he shall discharge such duties relating to corporations, to the charitable institutions, the agricultural, manufacturing, mining, mineral, timber and other material or business interests of the State as may be prescribed by law. He shall annually, and at such other times as may be required by law, make report to the General Assembly.

ARTICLE XVII, *Section 11.* The existing powers and duties of the Auditor General in regard to railroads, canals and other transportation companies, except as to their accounts, are hereby transferred to the Secretary of Internal Affairs, who shall have a general supervision over them, subject to such regulations and alterations as shall be provided by law; and, in addition to the annual reports now required to be made, said secretary may require special reports at any time upon any subject relating to the business of said companies from any officer or officers thereof.

EXTRACT

From "An act regulating the election of secretary of internal affairs, defining his duties," &c.—Approved the 11th day of May, 1874. [P. L., 135.]

SECTION 4. * * * * * The secretary of internal affairs shall discharge such duties relating to corporations, to the charitable institutions, the agricultural, manufacturing, mining, mineral, timber and other material or business interests of the state as may be prescribed by law. It shall be his especial duty to exercise a watchful supervision over the railroad, banking, mining, manufacturing and other business corporations of the state, and to see that they confine themselves strictly within their corporate limits; and in case any citizen or citizens shall charge, under oath, any corporation with transcending its corporate functions or infringing upon the rights of individual citizens, said secretary shall carefully investigate such charges, and may require from said corporation a special report, as enjoined in the constitution of the state; and in case he believes the charges are just, and the matter complained of is beyond the ordinary province of individual redress, he shall certify his opinion to the attorney general of the state, whose duty it shall be, by an appropriate legal remedy, to redress the same by a proceeding in the courts, at the expense of the state. * * * * *

SECTION 5. The secretary of internal affairs, or any authorized deputy of his, in any matter pertaining to his department, may, in case of doubt, call before him witnesses, and examine them under oath or affirmation, reducing their testimony to writing and filing the same, to explain the reason of his action in any case.

## EXTRACT

From "An act requiring county commissioners, railroad and other corporations to make annual reports to the secretary of internal affairs, in lieu of similar reports heretofore made to the Auditor General."—Approved the 15th day of May, 1874. [P. L., 193.]

Section 2. The secretary of internal affairs, in lieu of the auditor general' shall, after the first day of July, one thousand eight hundred and seventy-five, transmit to the railroad and other corporations named in the act of fourth of April, one thousand eight hundred and fifty-nine, and also in the act of ninth April, one thousand eight hundred and seventy, the blanks required; and upon the reception of such returns he shall arrange the same for publication; and in case of neglect or refusal to make such returns, each of such corporations thus refusing shall be subject to the penalties in said acts.

Section 3. That hereafter the secretary of internal affairs, in lieu of the auditor general, shall send out the blanks required by the act of May ninth, one thousand eight hundred and seventy-one, entitled "An Act for the collection of mineral statistics," and said secretary shall do and perform all the duties enjoined in said act in regard to the collecting compiling, and publishing a report of the same number of copies ordered to be published by the auditor general.

## AN EXTRACT

From "A further supplement to an act regulating the election of secretary of internal affairs, defining his duties and fixing his salary, approved the eleventh day of May, Anno Domini one thousand eight hundred and seventy-four."—Approved the 8th day of May, 1876. [P. L., 143.]

Section 1. That the secretary of internal affairs and his chief clerk, who shall hereafter be designated deputy secretary of internal affairs, shall have power and authority to administer oaths or affirmations in any or all matters pertaining to the business of his department.

## EXTRACT

From "An act to regulate the publication of apportionment and distribution of the pamphlet laws, executive and legislative documents, reports of the heads of departments, and the annual and biennial messages of the Governor."—Approved June 4, 1883. [P. L., 68.]

Section 1. * * * * * Two thousand five hundred copies of the report on railroads and canals and telegraphs, published under the direction and supervision of the Secretary of Internal Affairs;

Five hundred for the use of the Senate,

One thousand for the House of Representatives,

Five hundred for the Secretary of Internal Affairs,

Fifty for distribution by the Governor,

Fifty for the State Librarian, to be distributed and exchanged with the States and Territories, and five hundred for reserve work: *Provided*, That the report shall be condensed so as not to exceed five hundred pages.

**Table showing details relative to Railroad supervision in the several States.**

| STATES. | When Boards were Established. | No. of Commissioners. | By whom Appointed or Elected | No. of years. | Amount of Salary. | How paid. | Clerk's salary. |
|---|---|---|---|---|---|---|---|
| Alabama, | February 26, 1881, | 3 | Governor and Senate, | 2 | President, $3,500; associates, $3 000, | State, | $1,500 |
| California, | Approved April 15, 1880, | 3 | People, | 4 | $4 000, | State, | 2 400 |
| Connecticut, | 1853 general stat., 1875, p. 15, | 3 | Governor and Senate, | 3 | 3,000, | Railroads, | 1,800 |
| Georgia, | October 14, 1879, | 3 | Governor and Senate, | 6* | 2 500, | State, | 1 200 |
| Illinois, | July 1, 1871, general laws 1871-2, p. 618, | 3 | Governor and Senate, | 2 | 2 500, | State, | 1,200 |
| Iowa, | March 23, 1878, laws of, 1878, p. 67, | 3 | Governor and Ex. Council, | 3 | 3 000, | Railroads, | 1 500 |
| Kentucky, | April 2. 1880, | 3 | Governor, | 2 | 7 per day, | State. | |
| Maine, | R. S., 1871, p. 462, sec. 71, | 3 | Governor and Council, | 3 | 5 per day, | Railroads, | |
| Massachusetts, | June 15, 1869, A. and R., 1869, p. 699, | 3 | Governor and Council, | 3 | Chairman, $4,000 ; assistants, $3,500, | Railroads, | 2,000 |
| Michigan, | April 10, 1873, L. M., 1873, p. 91, | 1 | Governor and Senate, | 2 | $4 000, | State, | 1,000 |
| Minnesota, | March 8, 1875, G. L., 1875, p. 135, | 1 | People, | 2 | 3.000, | State, | 1,200 |
| Missouri, | March 29, 1875, L. M., 1875, p. 112, | 3 | Peo le, | 6 | 3 000, | State, | 1,500 |
| New Hampshire, | 1844, | 3 | People of the towns, | 2 | 3 per day, and 10 cents per mile, | Railroads. | |
| New Jersey, | 1873, | 1 | Governor, | 1 | 1,000, | State. | |
| New York, | January, 1833, | 3 | Governor, | 5 | 8,000, | State, | 3,000 |
| Ohio, | April 5, 1867, L. O., 1867, p. 111, | 1 | Governor and Senate, | 2 | 3,000, | State, | 1,200 |
| Pennsylvania, | April 4, 1859, | 1 | People, | 4 | Performs other duties, | State. | |
| Rhode Island, | General statutes, 1872, Ch. 145, | 1 | Governor, | 1 | $1,500, | State. | |
| South Carollua, | December 24, 1878, acts 1878, p. 789, | 1 | Governor, | 2 | 2,100, | Railroads, | 1,200 |
| Vermont, | | 1 | | | 500, | Railroads. | |
| Virginia, | March 31, 1877, A. A., 1876-7, p. 254, | 1 | General Assembly, | 2 | 2.000, | Railroads, | 1,200 |
| Wisconsin, | March 11, 1874, L. W., 1874, p. 599, | 2 | Governor and Senate, | 2 | 3,000, | State, | 1,200 |

* First set appointed for two, four, and six years respectively ; afterwards the term of office is to be six years.

The above table was compiled chiefly from one contained in the report for 1883, of Hon. J. H. Baker, Commissioner of Railroads for the State of Minnesota.

TABULATED RESULTS

# COMPILED FROM REPORTS OF COMPANIES.

## TABLE A. STOCK AND DIVIDENDS.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock subscribed. | Total amount now paid in of capital stock. | Number of shares issued. | Amount paid in on each share. | Par value of each share. | Rate per cent. of dividends. |
|---|---|---|---|---|---|---|---|
| Addison and Northern, | $600,000 | $242,700 00 | $242,700 00 | 2,427 | *a* | *a* | *a* |
| Allegheny Valley, | 5,000,000 | 2,166,500 00 | 2,166,500 00 | 43,330 | $50 00 | $50 | *b* |
| Allentown, | 2,000,000 | 1,414,200 00 | 1,268,884 47 | 22,917 | 50 00 | 50 | *a* |
| Arnot and Pine Creek, | 255,000 | 255,000 00 | 255,000 00 | 2,550 | 100 00 | 100 | *a* |
| Bachman Valley, | 100,000 | 68,000 00 | 66,792 31 | 1,334 | 50 00 | 50 | *a* |
| Bald Eagle Valley, | 2,000,000 | 850,050 00 | 850,050 00 | 17,001 | 50 00 | 50 | 10 |
| Baltimore and Cumberland Valley, | *a* | *a* | 76,700 00 | 1,534 | 50 00 | 50 | *b* |
| Baltimore and Cumberland Valley Extension, | 230,000 | 270,000 00 | 270,000 00 | 5,400 | 50 00 | 50 | 7 |
| Bangor and Portland, | 250,000 | 125,000 00 | 121,100 00 | 1,211 | 100 00 | 100 | 3 |
| Barclay, | 1,000,000 | 1,000,000 00 | 1,000,000 00 | 20,000 | 50 00 | 50 | 6 |
| Bradford, Richburg and Cuba, | 100,000 | 31,000 00 | 3,100 00 | *b* | 10 00 | 100 | *a* |
| Baltimore and Philadelphia, | 5,000,000 | 5,000,000 00 | 3,000,000 00 | 100,000 | [1] | 50 | *b* |
| Bedford and Bridgeport, | 600,000 | 599,650 00 | 599,650 00 | 11,993 | 50 00 | 50 | *b* |
| Bell's Gap, | 550,000 | 550,000 00 | 550,000 00 | 11,000 | 50 00 | 50 | [2] |
| Berlin, | Unlimited, | 50,000 00 | 50,000 00 | 1,000 | 50 00 | 50 | *b* |
| Berlin Branch, | 75,000 | 45,900 00 | 43,192 32 | *a* | *a* | *a* | *a* |
| Bethlehem and Belvidere, | 160,000 | 100,000 00 | 10,000 00 | 2,000 | 5 00 | 50 | *a* |
| Bradford, | 100,000 | 100,000 00 | 100,000 00 | 1,000 | 100 00 | 100 | *a* |
| Bradford, Bordell and Kinzua, | 100,000 | 500,000 00 | 250,000 00 | 5,000 | 50 00 | 100 | *b* |
| Bradford, Bordell and Smethport, | 100,000 | 100,000 00 | 100,000 00 | 1,000 | 100 00 | 100 | *a* |
| Bradford, Eldred and Cuba, | 500,000 | 480,000 00 | 480,000 00 | 4,800 | *a* | 100 | *b* |
| Brandy Camp, | 500,000 | 500,000 00 | 50,000 00 | *a* | 5 00 | 50 | *a* |
| Rockwayville and Punxsutawney, | 250,000 | 250,000 00 | 250,000 00 | 2,500 | 100 00 | 100 | *b* |
| Buffalo, Bradford and Pittsburgh, | [3] | 2,286,400 00 | 2,286,400 00 | 22,864 | 100 00 | 100 | *b* |
| Buffalo, New York and Philadelphia, | 20,350,000 | *a* | 20,319,069 47 | 406,364 | *a* | 50 | [46] |
| Catawissa, | *a* | 4,359,500 00 | [54],359,500 00 | 87,190 | 50 00 | 50 | [67] |
| Catasauqua and Fogelsville, | Unlimited, | 426,900 00 | 426,900 00 | 17,076 | 25 00 | 25 | 12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chartiers, | 800,000 | 647,850 | 00 | 647,850 | 00 | 12,957 | 50 | 00 | 50 | *a* |
| Chester and Delaware River, | 40,000 | 40,000 | 00 | 39,550 | 00 | 790 | 50 | 00 | 50 | *a* |
| Chester Creek, | [7]100,000 | [8]185,000 | 00 | 185,000 | 00 | 5,442 | 50 | 00 | 50 | 6 |
| Chester Valley, | 871,900 | 871,900 | 00 | 871,900 | 00 | 17,438 | 50 | 00 | 50 | *a* |
| Chestnut Hill, | 120,650 | 120,650 | 00 | 120,650 | 00 | 2,413 | 50 | 00 | 50 | 12 |
| Clarion, Mahoning and Pittsburgh, | 6,000,000 | 37,920 | 00 | 37,920 | 00 | *b* | 50 | 00 | 50 | *a* |
| Clearfield, Chest Creek and Western, | 300,000 | 30,000 | 00 | 30,000 | 00 | 3,000 | 10 | 00 | 100 | *a* |
| Cleveland and Pittsburgh, | 11,253,500 | *a* | | 11,235,800 | 00 | 224,716 | 50 | 00 | 50 | [9] |
| Colebrookdale, | 500,000 | 300,000 | 00 | 297,215 | 00 | 5,922 | 50 | 00 | 50 | *a* |
| Columbia and Port Deposit, | 1,800,000 | 497,100 | 00 | 497,100 | 00 | 9,942 | 50 | 00 | 50 | *b* |
| Connecting, | 1,900,000 | 1,278,300 | 00 | 1,278,300 | 00 | 25,566 | 50 | 00 | 50 | 6 |
| Corning, Cowanesque and Antrim, | 2,000,000 | 2,000,000 | 00 | 2,000,000 | 00 | 40,000 | 50 | 00 | 50 | 6 & 12 |
| Cornwall, | 300,000 | 300,000 | 00 | 300,000 | 00 | 6,000 | 50 | 00 | 50 | *b* |
| Cumberland Valley, | 2,110,000 | 1,777,850 | 00 | 1,770,850 | 00 | 35,557 | 50 | 00 | 50 | 10 |
| Danville and Riverside, | 50,000 | 10,900 | 00 | 3,790 | 00 | *b* | [10] | | 25 | *a* |
| Danville and Shamokin, | 500,000 | 250,000 | 00 | 26,710 | 00 | 38 | [11] | | 50 | *a* |
| Delaware and Hudson Canal Company's Railroad, | [12] | *a* | | | | | | | | |
| Delaware, Lackawanna and Western, | [13] | 26,200,000 | 00 | 26,200,000 | 00 | 524,000 | 50 | 00 | 50 | 8 |
| Delaware River and Lancaster, | 1,600,000 | 202,800 | 00 | 16,380 | 00 | *b* | 5 | 00 | 50 | *b* |
| Dillsburg and Mechanicsburg, | 350,000 | *a* | | 54,093 | 37 | 1,080 | 50 | 00 | 50 | *a* |
| Driftwood and Western, | 100,000 | 45,000 | 00 | 4,500 | 00 | *b* | 5 | 00 | 50 | *b* |
| Dunkirk, Allegheny Valley and Pittsburgh, | 1,300,000 | 1,300,000 | 00 | 1,300,000 | 00 | 13,000 | 100 | 00 | 100 | *b* |
| East Brandywine and Waynesburg, | 500,000 | 155,450 | 00 | 155,450 | 00 | 3,109 | 50 | 00 | 50 | *b* |
| East Broad Top, | 1,000,000 | 815,600 | 00 | 796,448 | 00 | 16,312 | [14] | | 50 | *b* |
| East Mahanoy, | 500,000 | 392,550 | 00 | 392,550 | 00 | 7,851 | 50 | 00 | 50 | 6 |
| East Pennsylvania, | Unlimited. | 1,709,550 | 00 | 1,709,550 | 00 | 34,191 | 50 | 00 | 50 | *a* |
| Ebensburg and Cresson, | 100,000 | 42,000 | 00 | 42,000 | 00 | 840 | 50 | 00 | 50 | *a* |
| Edgewood, | 15,000 | 15,000 | 00 | 15,000 | 00 | 300 | 50 | 00 | 50 | *b* |
| Elmira and Williamsport, | 1,000,000 | 1,000,000 | 00 | [15]1,000,000 | 00 | 20,000 | 50 | 00 | 50 | 5 & 7 |
| Erie and Pittsburgh, | 2,500,000 | 1,998,400 | 00 | 1,101,550 | 00 | 39,968 | [16] | | 50 | [17]7 |
| Evergreen, | 25,000 | 25,000 | 00 | 25,000 | 00 | 500 | 50 | 00 | 50 | *a* |
| Fayette county, | 1,500,000 | 98,350 | 00 | 125,395 | 71 | 2,148 | 16 | 66⅔ | 50 | 8 |
| Frankford and Holmesburg, | 100,000 | 100,000 | 00 | 100,000 | 00 | 2,000 | 50 | 00 | 50 | *a* |
| Gettysburg and Harrisburg, | 250,000 | 250,000 | 00 | 250,000 | 00 | 5,000 | 50 | 00 | 50 | *b* |
| Gold and Driftwood, | 330,000 | 176,000 | 00 | 17,600 | 00 | *a* | 5 | 00 | 50 | *a* |

*a* Not stated *b* None. [1] $250,000 paid in full; $2,750,000 paid in on balance. [2] Scrip dividend, $52,500, due January 1, 1884. [3] As much as needed to complete road. [4] On $6,600,000 preferred stock. [5] Preferred, $3,200,000. [6] On preferred. [7] With privilege to increase. [8] Exclusive of $87,100 issued to lessee for betterments, but on which no dividend is to be paid. [9] February 10, 7 per cent. on $11,221,500, and 10 per cent. on $14,000; May 10, 7 per cent. on $11,221,500, and 10 per cent. on $14,000; August 10, 7 per cent. on $11,221,500, and 10 per cent. on $14,000; November 10, 7 per cent. on $11,222,550, and 10 per cent. on $13,250. [10] $2 50 on 316 shares, and $25 on 120. [11] 38 shares paid in full; $5 paid on 4,962. [12] In canal report. [13] Not to exceed amount expended for construction. [14] $36 on 1,368 shares, and $50 on 14,491. [15] Common, $500,000; preferred, $500,000. [16] $50 on 20,038 shares, and 10 per cent. on 19,930. [17] On $1,998,400.

TABLE A.—STOCK AND DIVIDENDS Continued.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock subscribed. | Total amount now paid in of capital stock. | Number of shares issued. | Amount paid in on each share. | Par value of each share. | Rate per cent. of dividends. |
|---|---|---|---|---|---|---|---|
| Greenlick Narrow Gauge, | $50,000 | $31,650 00 | $31,650 00 | 633 | $50 00 | $50 | *b* |
| Hanover and York, | 250,000 | 220,750 00 | 220,750 00 | 4,415 | 50 00 | 50 | 6 |
| Hanover Junction, Hanover and Gettysburg, | 500,000 | 116,850 00 | 116,850 00 | 2,337 | 50 00 | 50 | 4 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 2,500,000 | 1,182,550 00 | 1,182,550 00 | 23,651 | 50 00 | 50 | 7 |
| Harrisburg and Potomac, | Unlimited. | 218,350 00 | 379,165 20 | *a* | 100 00 | 100 | *b* |
| Harrisburg and Western, | 18,000,000 | 1,501,800 00 | 150,180 00 | 30,036 | 5 00 | 50 | *b* |
| Huntingdon and Broad Top Mountain, | 3,550,000 | 3,352,700 00 | 3,352,700 00 | 67,054 | 50 00 | 50 | *a* |
| Ironton, | 500,000 | 200,000 00 | 200,000 00 | 4,000 | 50 00 | 50 | 6 |
| Jamestown and Franklin, | 1,000,000 | 634,050 00 | 601,310 50 | 12,024 | 50 00 | 50 | *b* |
| Jefferson, | 2,096,050 | 2,096,050 00 | 2,096,050 00 | 41,901 | 50 00 | 50 | *b* |
| Jersey Shore, Pine Creek and Buffalo, | [1]1,000,000 | 500,000 00 | 500,000 00 | 10,000 | 50 00 | 50 | *b* |
| Junction, | 250,000 | 250,000 00 | 250,000 00 | 5,000 | 50 00 | 50 | 20 |
| Kendall and Eldred, | 1,500,000 | 1,500,000 00 | 1,500,000 00 | 1,500 | 100 00 | 100 | *a* |
| Kinzua, | 100,000 | 100,000 00 | 100,000 00 | 1,000 | 100 00 | 100 | *a* |
| Lake Shore and Michigan Southern, | 50,000,000 | 50,000,000 00 | 50,000,000 00 | 500,000 | 100 00 | 100 | 8 |
| Lancaster and Reading Narrow-Gauge, | 500,000 | 123,750 00 | 82,720 00 | 1,700 | 50 00 | 50 | *a* |
| Lawrence, | 500,000 | 450,000 00 | 450,000 00 | 9,000 | 50 00 | 50 | 10 |
| Lehigh and Lackawanna, | 1,000,000 | 375,100 00 | 375,100 00 | 7,502 | 50 00 | 50 | *a* |
| * Lehigh and Susquehanna. | | | | | | | |
| Lehigh Valley, | *a* | 27,603,150 00 | 27,603,150 00 | 552,063 | 50 00 | 50 | [2] |
| Lewisburg and Tyrone, | 1,200,000 | 1,200,000 00 | 1,200,000 00 | 24,000 | 50 00 | 50 | *b* |
| Ligonier Valley, | 100,000 | 100,000 00 | [3]100,000 00 | 2,000 | [3]50 00 | 50 | *b* |
| Little Saw-Mill Run, | 250,000 | 177,300 00 | 138,650 00 | 3,542 | [4] | 50 | [5] |
| Little Schuylkill Navigation, | Unlimited. | *a* | 2,487,850 00 | 49,757 | 50 00 | 50 | 8 |
| Littlestown, | 75,000 | 53,750 00 | 34,850 00 | 697 | 50 00 | 50 | *b* |
| Lock Haven and Clearfield, | 1,000,000 | 250,000 00 | 25,000 00 | *b* | 5 00 | 50 | *a* |
| Lykens Valley, | 800,000 | 600,000 00 | 600,000 00 | 30,000 | 20 00 | 20 | 10 |
| McKean and Buffalo, | 4,000,000 | 4,000,000 00 | 4,000,000 00 | 8,000 | 50 00 | 50 | *a* |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Mifflin and Centre County, | 1,000,000 | 167,775 | 00 | 167,775 | 00 | 3,355½ | 50 | 00 | 50 | *b* |
| Mill Creek and Mine Hill Navigation, | 323,375 | 323,375 | 00 | 323,375 | 00 | 12,935 | 25 | 00 | 25 | 10 |
| Mine Hill and Schuylkill Haven, | Unlimited. | 4,022,500 | 00 | 4,022,500 | 00 | 80,450 | 50 | 00 | 50 | 7 |
| Monongahela Inclined Plane, | 20,000 | 100,000 | 00 | 100,000 | 00 | 2,000 | 50 | 00 | 50 | 8 |
| Mont Alto, | 500,000 | 110,000 | 00 | 110,000 | 00 | 4,400 | 25 | 00 | 25 | *b* |
| Montrose, | 500,000 | 319,700 | 00 | 306,948 | 21 | 6,038 | 50 | 00 | 50 | *b* |
| Moshannon and Clearfield, | 500,000 | 100,000 | 00 | 10,000 | 00 | *b* | 5 | 00 | 50 | *b* |
| Mount Carbon and Port Carbon, | 282,350 | 282,350 | 00 | 282,350 | 00 | 5,647 | 50 | 00 | 50 | 12 |
| Mount Oliver Incline, | 100,000 | 83,200 | 00 | 31,616 | 00 | 1,664 | 19 | 00 | 50 | 10 |
| Mount Pleasant and Broad Ford, | 1,000,000 | 152,500 | 00 | 150,500 | 00 | 3,010 | 50 | 00 | 50 | *b* |
| Mount Pleasant and Latrobe, | 65,000 | 65,000 | 00 | 6,500 | 00 | *b* | 5 | 00 | 50 | *b* |
| Nesquehoning Valley, | 2,000,000 | 1,300,000 | 00 | 1,300,000 | 00 | 26,000 | 50 | 00 | 50 | 7 |
| New Castle Railroad and Mining, | 100,000 | 100,000 | 00 | 100,000 | 00 | 2,000 | 50 | 00 | 50 | *a* |
| New Castle and Beaver Valley, | 700,000 | 700,000 | 00 | 700,000 | 00 | 14,000 | 50 | 00 | 50 | 29 |
| Newry, | 15,000 | 11,925 | 00 | 11,925 | 00 | 477 | 25 | 00 | 25 | *b* |
| New York, Chicago and St. Louis, | 50,000,000 | 50,000,000 | 00 | 50,000,000 | 00 | 500,000 | 100 | 00 | 100 | *b* |
| New York, Lake Erie and Western, | 86,536,900 | | | 85,240,500 | 00 | | | | | |
| New York, Pennsylvania and Ohio, | 45,000,000 | | | 45,000,000 | 00 | 899,987 | | | 50 | *b* |
| New York, Ridgway and Pittsburgh, | [6]200,000 | 200,000 | 00 | *a* | | *a* | *a* | | 50 | *b* |
| North and West Branch, | 1,500,000 | 1,500,000 | 00 | 1,500,000 | 00 | 30,000 | 50 | 00 | 50 | *a* |
| North-East Pennsylvania, | 400,000 | 81,550 | 00 | 81,550 | 00 | 1,631 | 50 | 00 | 50 | *b* |
| Northern Central, | 8,000,000 | 6,500,000 | 00 | 6,500,000 | 00 | 130,000 | 50 | 00 | 50 | 8 |
| North Pennsylvania, | [7]1,500,000 | 4,556,500 | 00 | 4,556,500 | 00 | 91,130 | 50 | 00 | 50 | 7¼ |
| New York, Lake Erie and Western Coal, | 500,000 | 500,000 | 00 | 500,000 | 00 | 5,000 | 100 | 00 | 100 | *a* |
| Oil City and Ridgway, | 300,000 | | | | | [8]1,731 | | | 50 | *b* |
| Olean, Bradford and Warren, | 1,500,000 | 1,500,000 | 00 | 1,500,000 | 00 | 1,500 | 100 | 00 | 100 | *a* |
| Pennsylvania, | 151,700,000 | 92,619,750 | 00 | 92,619,750 | 00 | 1,852,395 | 50 | 00 | 50 | 8½ |
| Pennsylvania Schuylkill Valley, | 4,500,000 | 2,700,000 | 00 | 2,700,000 | 00 | 54,000 | 50 | 00 | 50 | *a* |
| Pennsylvania and New York Canal and R. R., | Unlimited. | 5,061,700 | 00 | 5,061,700 | 00 | 61,234 | [9] | | | [10]10 |
| Pennsylvania and Western, | Unlimited. | *b* | | 100,000 | 00 | [11]2,000 | 50 | 00 | 50 | *b* |
| Pennsylvania Coal, | 5,850,329 | 5,000,000 | 00 | 5,000,000 | 00 | 100,000 | 50 | 00 | 50 | 20 |
| Pennsylvania Company, | [12]100,000 | 20,000,000 | 00 | 20,000,000 | 00 | 400,000 | 50 | 00 | 50 | 4 |
| Pennsylvania, Slatington and New England, | 1,750,000 | 1,362,000 | 00 | 1,362,000 | 00 | 13,620 | 100 | 00 | 100 | *b* |
| People's, | 250,000 | 250,000 | 00 | 100,000 | 00 | 5,000 | 20 | 00 | 50 | *a* |
| Perkiomen, | 50,000 | 40,100 | 00 | 38,040 | 00 | 756 | 50 | 00 | 50 | *a* |

*Owned by the Lehigh Coal and Navigation Company; has no separate organization, capital stock, or debt. *a* Not stated. *b* None.
[1] With right of increase to $4,000,000. [2] On preferred stock, 10 per cent.; on common, 8 per cent. [3] The company report: "Regarded as paid in full." [4] $50 per share on 2,000; $25 on 1,542. [5] 8 per cent. on $100,000; 6 per cent. on $35,800. [6] This company has not yet commenced active operations in building its road. [7] With privilege of increasing. [8] The stock was issued for the property and franchises of the Cranberry Coal Company, purchased at a judicial sale. [9] $50 on 21,234 shares of common, and $100 on 40,000 shares of preferred; par value not stated. [10] On preferred stock. [11] The company reports that the stock issued was paid for not in cash, but in property transferred to it for its corporate uses. [12] With privilege to increase.

TABLE A.—STOCK AND DIVIDENDS—Continued.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock subscribed. | Total amount now paid in of capital stock. | Number of shares issued. | Amount paid in on each share. | Par value of each share. | Rate per cent. of dividends. |
|---|---|---|---|---|---|---|---|
| Philadelphia and Baltimore Central, | $2,500,000 | $2,495,650 00 | $2,495,650 00 | 49,913 | $50 00 | $50 | *b* |
| Philadelphia and Chester County, | 1,[illegible]00,000 | *a* | *a* | 10,139 | *a* | 50 | *a* |
| Philadelphia and Erie, | 12,400,000 | 6,500,000 00 | 9,415,000 00 | 188,300 | 50 00 | 50 | *b* |
| Philadelphia and Reading, | Unlimited. | *a* | 34,734,675 28 | 694,693½ | 50 00 | 50 | *b* |
| Philadelphia and Trenton, | 2,000,000 | 1,259,100 00 | 1,259,100 00 | 12,591 | 100 00 | 100 | 1 10 |
| Philadelphia, Germantown and Norristown, | 2,500,000 | 2,496,900 00 | 2,496,900 00 | 44,938 | 50 00 | 50 | 2 12 |
| Philadelphia, Newtown and New York, | 3,000,000 | 1,200,000 00 | 1,200,000 00 | 24,000 | 50 00 | 50 | *a* |
| Philadelphia, Wilmington and Baltimore, | Unlimited, | 11,794,850 00 | 11,794,850 00 | 235,897 | 50 00 | 50 | 8 |
| Pickering Valley, | 100,000 | 96,850 00 | 95,655 00 | 1,846 | 50 00 | 50 | *a* |
| Pittsburgh and Castle Shannon, | 1,000,000 | *a* | *a* | 9,628 | 50 00 | 50 | 4½ |
| Pittsburgh and Connellsville, | 5,000,000 | 2,340,474 50 | 1,956,091 05 | 38,888 | 50 00 | 50 | *b* |
| Pittsburgh and Lake Erie, | 2,050,000 | 2,050,000 00 | 2,050,000 00 | 41,000 | 50 00 | 50 | 3 10 |
| Pittsburgh and Western, | 7,250,000 | 7,250,000 00 | 7,250,000 00 | 145,000 | 50 00 | 50 | *b* |
| Pittsburgh, Buffalo and Rochester, | 100,000 | 10,000 00 | 10,000 00 | *a* | 50 00 | 50 | *a* |
| Pittsburgh, Cincinnati and St. Louis, | 13,500,000 | 8,437,200 00 | 8,437,200 00 | 168,744 | 50 00 | 50 | *b* |
| Pittsburgh, Fort Wayne and Chicago, | *a* | 28,114,285 71 | 28,114,200 00 | 281,142 | 100 00 | 100 | 7 |
| Pittsburgh, McKeesport and Youghiogheny, | 3,000,000 | 3,000,000 00 | *a* | *a* | 50 00 | 50 | *a* |
| Pittsburgh Southern, | 1,300,000 | 700,000 00 | 700,000 00 | 7,000 | 100 00 | 100 | *b* |
| Pittsburgh, Virginia and Charleston, | 2,000,000 | 1,593,150 00 | 1,504,592 57 | 30,088 | 50 00 | 50 | *a* |
| Plymouth, | 30,000 | 30,000 00 | 12,050 00 | 241 | 50 00 | 50 | *b* |
| Point Breeze, | 18,000 | 18,000 00 | 7,200 00 | *a* | 20 00 | 50 | *b* |
| Pomeroy and Newark, | 500,000 | 500,000 00 | 500,000 00 | 10,000 | 50 00 | 50 | *b* |
| Reading and Columbia, | Unlimited, | 961,500 00 | 958,268 09 | 19,144 | 50 00 | 50 | *a* |
| Rew City and Eldred, | 150,000 | 150,000 00 | 111,000 00 | 1,110 | 100 00 | 100 | *a* |
| River Front, | 216,000 | 216,000 00 | 216,000 00 | 4,320 | 50 00 | 50 | 5 |
| Ridgway and Clearfield, | 1,000,000 | 150,000 00 | 150,000 00 | 3,000 | 50 00 | 50 | *b* |
| Rochester and Pittsburgh, | 20,000,000 | 20,000,000 00 | 20,000,000 00 | 200,000 | 100 00 | 100 | *a* |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Ridgway and Oil City, | 360,000 | 180,500 | 00 | 18,050 | 00 | *a* | 5 | 00 | 50 | *a* |
| Salisbury, | 200,000 | 117,800 | 00 | 117,800 | 00 | 2,356 | 50 | 00 | 50 | *b* |
| Schuylkill Valley Navigation, | 576,050 | 576,050 | 00 | 576,050 | 00 | 11,521 | 50 | 00 | 50 | 5 |
| Selinsgrove and North Branch, | 500,000 | 101,000 | 00 | 70,174 | 91 | 861 | [5]50 | 00 | *a* | *b* |
| Shamokin Valley and Pottsville, | 1,500,000 | 869,450 | 00 | 869,450 | 00 | 17,389 | 50 | 00 | 50 | 6 |
| Shamokin, Sunbury and Lewisburg, | 1,000,000 | 1,000,000 | 00 | 1,000,000 | | 20,000 00 | 50 | 00 | 50 | 6 |
| Sharon, | 400,000 | 367,650 | 00 | 367,650 | 00 | 7,353 | 50 | 00 | 50 | [7] |
| Sharpsville, | 350,000 | 350,000 | 00 | 350,000 | 00 | 7,000 | 50 | 00 | 50 | $10\frac{3005}{10000}$ |
| Sherrick Run, | 500,000 | 500,000 | 00 | 50,000 | 00 | *b* | 5 | 00 | 50 | *b* |
| Sinnemahoning and Sheffield, | 390,000 | 195,000 | 00 | 19,500 | 00 | *a* | 5 | 00 | 50 | *b* |
| Slate Ridge and Delta, | *a* | 4,500 | 00 | 2,700 | 00 | 50 | 30 | 00 | 50 | *b* |
| Somerset and Cambria, | *a* | 500,000 | 00 | 500,000 | 00 | 10,000 | 50 | 00 | 50 | *b* |
| South Mountain, | 200,000 | 200,000 | 00 | 200,000 | 00 | 4,000 | 50 | 00 | 50 | *b* |
| South Pennsylvania, | 20,000,000 | 20,000,000 | 00 | 256,800 | 00 | 7,960 | [4] | | 50 | *b* |
| Southern Pennsylvania, | 800,000 | 800,000 | 00 | 800,000 | 00 | 16,000 | 50 | 00 | 50 | *b* |
| South-West Pennsylvania, | 1,000,000 | 546,150 | 00 | 546,150 | 00 | 10,923 | 50 | 00 | 50 | 10 |
| State Line and Sullivan, | Unlimited, | 1,000,000 | 00 | 990,000 | 00 | 19,800 | 50 | 00 | 50 | *b* |
| Stony Creek, | 176,100 | 176,100 | 00 | 176,100 | 00 | 3,522 | 50 | 00 | 50 | *b* |
| Sunbury and Lewistown, | 600,000 | *a* | | 39,000 | 00 | 12,000 | 3 | 25 | 50 | [8] |
| Sunbury, Hazleton and Wilkes-Barre, | 1,000,000 | 1,000,000 | 00 | 1,000,000 | 00 | 20,000 | 50 | 00 | 50 | *a* |
| Susquehanna and Clearfield, | 700,000 | 240,000 | 00 | 240,000 | 00 | 4,800 | 50 | 00 | 50 | *a* |
| Susquehanna and Delaware River, | 1,100,000 | 71,450 | 00 | 71,450 | 00 | 1,429 | 50 | 00 | 50 | *a* |
| Tioga, | 1,000,000 | 580,900 | 00 | 580,900 | 00 | 11,618 | 50 | 00 | 50 | *b* |
| Tresckow, | 250,000 | 130,000 | 00 | 130,000 | 00 | 2,600 | 50 | 00 | 50 | *a* |
| Tyrone and Clearfield, | 1,000,000 | 1,000,000 | 00 | 1,000,000 | 00 | 20,000 | 50 | 00 | 50 | $5\frac{646}{1000}$ |
| Warren and Farnesworth Valley, | 75,000 | 75,000 | 00 | 75,000 | 00 | 750 | 100 | 00 | 100 | *a* |
| Waynesburg and Washington, | 270,000 | 133,100 | 00 | 101,364 | 97 | 1,965 | 50 | 00 | 50 | *a* |
| West Chester and Phœnixville, | 250,000 | 25,000 | 00 | 25,000 | 00 | *b* | *a* | | 50 | *b* |
| Western Maryland, | 1,000,000 | *a* | | 682,050 | 00 | 13,641 | 50 | 00 | 50 | *b* |
| Western Pennsylvania, | 4,000,000 | 1,022,450 | 00 | 1,022,450 | 00 | 20,449 | 50 | 00 | 50 | *a* |
| Wheeling, Pittsburgh and Baltimore, | 500,000 | 500,000 | 00 | 500,000 | 00 | 10,000 | 50 | 00 | 50 | *b* |
| Williamsport and North Branch, | [6]50,000 | *a* | | 309,900 | 00 | 6,198 | *a* | | *a* | *b* |
| Wilmington and Northern, | 1,500,000 | 1,278,050 | 00 | 1,278,050 | 00 | 25,561 | 50 | 00 | 50 | *b* |
| Wind Gap and Delaware, | 300,000 | 100,000 | 00 | 100,000 | 00 | 2,000 | 25 | 00 | 50 | *a* |
| York and Peach Bottom, | 250,000 | *a* | | *a* | | *a* | *a* | | 50 | *b* |
| Youghiogheny Northern, | 400,000 | 400,000 | 00 | 400,000 | 00 | 8,000 | 50 | 00 | 50 | 6 |
| | $660,321,201 | $496,585,805 | 20 | $669,049,767 | 43 | 9,970,894½ | | | | |

[1] On $494,000. No dividends on 7,650 shares under terms of lease. [2] Including back dividends." [3] "A scrip dividend of 10 per cent., payable at the option of the company and bearing 6 per cent. interest, has been declared annually on the earnings of 1880, 1881, and 1882, and amount deducted from surplus, as shown in detail on balance sheet." [4] $50 dollars on 900 shares; $30 on 7,060. [5] Company report, "Many shares are only partially paid." [6] With power to increase. [7] The company report a dividend of $25,396 87. [8] The company report a dividend of $36,000. *a* Not stated. *b* None.

## TABLE B.—DEBT AND INTEREST.

| NAME OF COMPANY. | Total amount now of funded debt. | Total amount now of floating debt. | Total amount now funded and floating debt. | Rate per cent. per annum of interest. |
|---|---|---|---|---|
| Addison and Northern, | $600,000 00 | $161,000 00 | $761,000 00 | 6 |
| Allegheny Valley, | 25,974,100 00 | 4,196,878 09 | 30,170,978 09 | 5, 7, and 7 3/10 |
| Allentown, | | 8,584 23 | 8,584 23 | |
| Bachman Valley, | 45,000 00 | 16,553 10 | 61,553 10 | 5 |
| Bald Eagle Valley, | 388,000 00 | | 388,000 00 | 6 |
| Baltimore and Cumberland Valley, | 72,800 00 | | 72,800 00 | 6 |
| Baltimore and Cumberland Valley Extension, | 230,000 00 | | 230,000 00 | 6 |
| Baltimore and Philadelphia, | [1]4,840,000 00 | | 4,840,000 00 | 4½ |
| Bangor and Portland, | 181,100 00 | | 181,100 00 | 6 |
| Barclay, | 100,000 00 | | 100,000 00 | 5 |
| Bedford and Bridgeport, | 1,000,000 00 | 392,698 00 | 1,392,698 00 | 7 |
| Bell's Gap, | 550,000 00 | | 550,000 00 | 6 and 7 |
| Berlin Branch, | 38,300 00 | 6,568 46 | 44,868 46 | 6 |
| Bradford, Richburg and Cuba, | | 187,200 00 | 187,200 00 | |
| Bradford, Bordell and Kinzua, | 500,000 00 | 21,307 33 | 521,307 33 | 6 |
| Bradford, Eldred and Cuba, | 560,000 00 | 125,489 08 | 685,489 08 | 6 |
| Buffalo, Bradford and Pittsburgh, | 580,000 00 | | 580,000 00 | 7 |
| Buffalo, New York and Philadelphia, | 21,300,000 00 | 1,599,085 69 | 22,899,085 69 | 6 and 7 |
| Catawissa, | 1,802,350 00 | | 1,802,350 00 | 5, 6, 7, and 10 |
| Catasauqua and Fogelsville, | | 138,000 00 | 138,000 00 | |
| Chartiers, | 500,000 00 | | 500,000 00 | 7 |
| Chester and Delaware River, | | 195,100 99 | 195,100 99 | |
| Chester Creek, | 185,000 00 | | 185,000 00 | 6 |
| Chester Valley, | 500,000 00 | 367,500 00 | 867,500 00 | 7 |
| Clarion, Mahoning and Pittsburgh, | | 31,729 69 | 31,729 69 | |
| Cleveland and Pittsburgh, | 5,225,343 63 | | 5,225,343 63 | 6 and 7 |
| Colebrookdale, | 600,000 00 | 126,999 90 | 726,999 90 | 6 |
| Columbia and Port Deposit, | 1,882,000 00 | 722,470 00 | 2,604,470 00 | 7 |
| Connecting, | 991,000 00 | 425,529 59 | 1,416,529 59 | 6 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Corning, Cowanesque and Antrim, | 1,250,000 | 00 | | | 1,250,000 | 00 | | 6 |
| Cornwall, | | | 12,000 | 00 | 12,000 | 00 | | |
| Cumberland Valley, | 357,300 | 00 | | | 357,300 | 00 | 6 and | 8 |
| Danville and Riverside, | | | 268 | 23 | 268 | 23 | | |
| Delaware, Lackawanna and Western, | 4,044,900 | 00 | | | 4,044,900 | 00 | | 7 |
| Delaware River and Lancaster, | | | 1,335 | 00 | 1,335 | 00 | | |
| Dillsburg and Mechanicsburg, | 100,000 | 00 | 25,221 | 12 | 125,221 | 12 | | 6 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 3,200,000 | 00 | 215,415 | 44 | 3,415,415 | 44 | | 7 |
| East Brandywine and Waynesburg, | 375,000 | 00 | 251,723 | 17 | 626,723 | 17 | 7 and | 8 |
| East Broad Top | 500,000 | 00 | 55,112 | 97 | 555,112 | 97 | | 4 |
| East Pennsylvania, | 495,900 | 00 | | | 495,900 | 00 | | 7 |
| Ebensburg and Cresson, | 80,000 | 00 | | | 80,000 | 00 | | 6 |
| Edgewood, | | | 19,532 | 64 | 19,532 | 64 | | |
| Elmira and Williamsport, | 1,570,000 | 00 | | | 1,570,000 | 00 | 5 and | 6 |
| Erie and Pittsburgh, | 3,262,000 | 00 | 44,886 | 41 | 3,306,886 | 41 | | 7 |
| Evergreen, | | | 5,146 | 04 | 5,146 | 04 | | |
| Frankford and Holmesburg, | 50,000 | 00 | | | 50,000 | 00 | | 7 |
| Gettysburg and Harrisburg, | 250,000 | 00 | | | 250,000 | 00 | | 6 |
| Greenlick Narrow Gauge, | | | 2,590 | 62 | 2,590 | 62 | | |
| Hanover and York, | 150,000 | 00 | 24,600 | 00 | 174,600 | 00 | | 5 |
| Hanover Junction, Hanover and Gettysburg, | 208,000 | 00 | | | 208,000 | 00 | | 6 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 700,000 | 00 | | | 700,000 | 00 | | 4 |
| Harrisburg and Potomac, | 507,200 | 00 | 391,387 | 17 | 898,587 | 17 | | 7 |
| Huntingdon and Broad Top Mountain, | 2,399,395 | 00 | | | 2,399,395 | 00 | 5 and | 7 |
| Jamestown and Franklin, | 835,000 | 00 | | | 835,000 | 00 | | 7 |
| Jefferson, | 2,300,000 | 00 | | | 2,300,000 | 00 | | 7 |
| Jersey Shore, Pine Creek and Buffalo, | 3,500,000 | 00 | 113,355 | 60 | 3,613,355 | 60 | | 6 |
| Junction, | 725,000 | 00 | | | 725,000 | 00 | 4½ and | 6 |
| Lake Shore and Michigan Southern, | 42,942,000 | 00 | | | 42,942,000 | 00 | | 7 |
| Lancaster and Reading Narrow Gauge, | 350,000 | 00 | | | 350,000 | 00 | | 7 |
| Lawrence, | 355,000 | 00 | | | 355,000 | 00 | | 7 |
| Lehigh and Lackawanna, | 600,000 | 00 | 1,047 | 66 | 601,047 | 66 | | 7 |
| Lehigh Valley. | 24,854,000 | 00 | | | 24,854,000 | 00 | 6 and | 7 |
| Lewisburg and Tyrone, | | | 247,614 | 35 | 247,614 | 35 | | |
| Ligonier Valley, | 43,484 | 59 | 9,404 | 51 | 52,889 | 10 | | 6 |
| Little Saw-Mill Run, | 153,000 | 00 | | | 153,000 | 00 | | 6 |
| Littlestown, | 40,000 | 00 | 17,615 | 98 | 57,615 | 98 | | 5 |
| Mifflin and Centre County, | 200,000 | 00 | | | 200,000 | 00 | | 6 |
| Monongahela Inclined Plane, | 100,000 | 00 | 5,475 | 57 | 105,475 | 57 | | 5 |
| Mont Alto, | 125,000 | 00 | | | 125,000 | 00 | | 7 |
| Montrose, | 30,200 | 00 | | | 30,200 | 00 | | [2] |

[1] Stated at £1,000,000 sterling in the company's report.

[2] Rate not stated in report of company.

TABLE B.—DEBT AND INTEREST—Continued.

| NAME OF COMPANY. | Total amount now of funded debt. | Total amount now of floating debt. | Total amount now funded and floating debt. | Rate per cent. per annum of interest. |
|---|---|---|---|---|
| Moshannon and Clearfield, | | $86,000 00 | $86,000 00 | |
| Mount Oliver Incline, | $48,400 00 | 1,500 00 | 49,900 00 | 6 |
| Mount Pleasant and Latrobe, | | 6,500 00 | 6,500 00 | |
| New Castle Railroad and Mining, | 3,500 00 | | 3,500 00 | 6 |
| Nesquehoning Valley, | | 100,915 43 | 100,915 43 | |
| Newry, | | 25,131 72 | 25,131 72 | |
| New York, Chicago and St. Louis, | 19,600,000 00 | 3,109,241 28 | 22,709,241 28 | 6 and 7 |
| New York, Lake Erie and Western, | 75,267,136 90 | | 75,267,136 90 | 6.04 |
| New York, Pennsylvania and Ohio, | 91,842,000 00 | 1,264,958 09 | [193,106,958 09 | 5, 6, and 7 |
| New York, Ridgway and Pittsburgh, | | 35,867 61 | 35,867 61 | |
| New York, Lake Erie and Western Coal, | 1,900,000 00 | 302,598 32 | 2,202,598 32 | 6 |
| North and West Branch, | 1,500,000 00 | 17,580 09 | 1,517,580 09 | 6 |
| North-East Pennsylvania, | 160,000 00 | 222,696 10 | 382,696 10 | 7 |
| Northern Central, | 15,346,000 00 | | 15,346,000 00 | 5 and 6 |
| North Pennsylvania, | 7,112,000 00 | 28,492 88 | 7,140,492 88 | 6 and 7 |
| Oil City and Ridgway, | 15,000 00 | 43,049 81 | 58,049 81 | 6 |
| Pennsylvania, | [256,770,150 00 | | 56,770,150 00 | 4½, 5, and 6 |
| Pennsylvania Schuylkill Valley, | 2,700,000 00 | | 2,700,000 00 | 5 |
| Pennsylvania and New York, | 3,000,000 00 | 1,324,906 93 | 4,324,906 93 | 7 |
| Pennsylvania and Western, | 200,000 00 | | 200,000 00 | 6 |
| Pennsylvania Coal, | | 248,265 83 | 248,265 83 | |
| Pennsylvania Company, | 14,839,000 00 | 3,627,409 41 | 18,466,409 41 | 4½ and 6 |
| Pennsylvania, Slatington and New England, | | | 937,000 00 | 6 |
| People's, | 15,000 00 | 18,257 34 | 33,257 34 | 6 |
| Perkiomen, | 1,924,600 00 | 790,208 10 | 2,714,808 10 | 6 |
| Philadelphia and Baltimore Central, | 2,100,000 00 | 62,512 50 | 2,162,512 50 | 5 and 7 |
| Philadelphia and Chester County, | 213,700 00 | 41,354 67 | 255,054 67 | 6 |
| Philadelphia and Erie, | 17,919,000 00 | 1,569,392 19 | 19,488,392 19 | 5, 6, and 7 |
| Philadelphia and Reading, | 93,567,135 62 | 9,154,152 16 | 102,721,287 78 | 5, 6, and 7 |
| Philadelphia, Newtown and New York, | 700,000 00 | | 700,000 00 | 6 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Philadelphia, Wilmington and Baltimore, | 3,531,500 | 00 | 134,916 | 66 | 3,726,416 | 66 | 5 and 6 |
| Pickering Valley, | 332,300 | 00 | 376,002 | 89 | 708,302 | 89 | 7 |
| Pittsburgh and Castle Shannon, | 76,927 | 20 | 19,358 | 64 | 96,285 | 84 | 6 and 7 |
| Pittsburgh and Connellsville, | 10,718,600 | 00 | 3,658,035 | 19 | 14,376,635 | 19 | 6 and 7 |
| Pittsburgh and Lake Erie, | 2,000,000 | 00 | 1,124,397 | 34 | 3,124,397 | 34 | 6 |
| Pittsburgh and Western, | 5,470,500 | 00 | 1,136,042 | 82 | 6,606,542 | 82 | 6 and 7 |
| Pittsburgh, Buffalo and Rochester, | 88,000 | 00 | 100,000 | 00 | 188,000 | 00 | 7 |
| Pittsburgh, Cincinnati and St. Louis, | 12,617,000 | 00 | 3,365,557 | 55 | 15,982,557 | 55 | 6 and 7 |
| Pittsburgh, Fort Wayne and Chicago, | 13,510,000 | 00 | . . . . | | 13,510,000 | 00 | 7 and 8 |
| Pittsburgh, McKeesport and Youghiogheny, | . . | . . | . . | . | [3]2,250,000 | 00 | 6 |
| Pittsburgh Southern, | 250,000 | 00 | 763,484 | 32 | 1,013,484 | 32 | 6 |
| Pittsburgh, Virginia and Charleston, | 3,000,000 | 00 | 20,600 | 00 | 3,020,600 | 00 | 5 |
| Plymouth, | . . . | . . | 274,495 | 19 | 274,495 | 19 | . . . . . |
| Pomeroy and Newark, | . . | . | 75,712 | 30 | 75,712 | 30 | . . . . |
| Reading and Columbia, | 2,014,166 | 67 | . . | | 2,014,166 | 67 | 5, 6, and 7 |
| Rew City and Eldred, | . . . . | | 1,726 | 65 | 1,726 | 66 | . . . . . |
| River Front, | 216,000 | 00 | 80,047 | 10 | 296,047 | 10 | 4½ |
| Ridgway and Clearfield, | | | 467,036 | 78 | 467,036 | 78 | . . . . |
| Rochester and Pittsburgh, | 8,398,000 | 00 | 139,144 | 93 | 8,537,144 | 93 | 6 and 7 |
| Salisbury, | 150,000 | 00 | . . . . . | . . | 150,000 | 00 | 7 |
| Selinsgrove and North Branch, | 100,000 | 00 | 37,000 | 00 | 137,000 | 00 | 6 |
| Shamokin Valley and Potisville, | 2,000,000 | 00 | . . . | | 2,000,000 | 00 | 7 |
| Shamokin, Sunbury and Lewisburg, | 1,000,000 | 00 | 486,958 | 15 | 1,486,958 | 15 | 5 |
| Sharon, | 156,000 | 00 | . . . | | 156,000 | 00 | 7 |
| Sharpsville, | 60,000 | 00 | 5,000 | 00 | 65,000 | 00 | 6 |
| Slate Ridge and Delta, | . . . | | 4,500 | 00 | 4,500 | 00 | . . . . . |
| Somerset and Cambria, | 475,000 | 00 | 254,278 | 72 | 729,278 | 72 | 6 |
| South Mountain, | 100,000 | 00 | . . . . | | 100,000 | 00 | 6 |
| South Pennsylvania, | . . | | 212,335 | 24 | 212,335 | 24 | . . . . . |
| Southern Pennsylvania, | 625,000 | 00 | . . . . . | . | [4]1,011,458 | 34 | 7 |
| South-West Pennsylvania, | 962,000 | 00 | . . . . | | 962,000 | 00 | 7 |
| State Line and Sullivan, | 200,000 | 00 | 20,635 | 75 | 220,635 | 75 | [5] |
| Stony Creek, | 350,000 | 00 | 362,619 | 51 | 712,619 | 51 | 7 |
| Sunbury and Lewistown, | 500,000 | 00 | . . . | | 500,000 | 00 | 7 |
| Sunbury, Hazleton and Wilkes-Barre, | 2,350,000 | 00 | 250,095 | 00 | 2,600,095 | 00 | 5 and 6 |
| Susquehanna and Clearfield, | 240,000 | 00 | . . . . . | . . | 240,000 | 00 | 5 |
| Susquehanna and Delaware River, | . . . . . | . . | 8,000 | 00 | 8,000 | 00 | . . . . . |

[1] In addition there is outstanding $1,607,047 50, deferred warrants issued for unearned interest on first mortgage bonds, which will become funded debt when the bonds are issued for the warrants in accordance with the provisions of the first mortgage, making a total funded debt of $94,714,005 59. [2] Exclusive of $2,976,002 86 due the State, on account of purchase of main line, bonds for which bear 5 per cent. interest. [3] Stated in company's report as "about" the "total amount of funded and floating debts," which are not given separately. [4] Including unpaid interest to December 31, 1883. [5] Not stated in report of company.

TABLE B.—DEBT AND INTEREST—Continued.

| NAME OF COMPANY. | Total amount now of funded debt. | | Total amount now of floating debt. | | Total amount now funded and floating debt. | | Rate per cent. per annum of interest. |
|---|---|---|---|---|---|---|---|
| Tioga, | $629,500 | 00 | | | $629,500 | 00 | 7 |
| Tresckow, | | | $102,623 | 93 | 102,623 | 93 | |
| Tyrone and Clearfield, | 1,000,000 | 00 | | | 1,000,000 | 00 | 5 |
| Warren and Farnesworth Valley, | 64,000 | 00 | 18,378 | 98 | 82,378 | 98 | 6 |
| Waynesburg and Washington, | 98,900 | 00 | 4,000 | 00 | 102,900 | 00 | 7 |
| Western Pennsylvania, | 4,300,000 | 00 | | | 4,300,000 | 00 | 5 and 6 |
| Western Maryland, | 3,675,000 | 00 | 699,573 | 20 | 4,374,583 | 20 | 6 |
| Wheeling, Pittsburgh and Baltimore, | | | 283,007 | 75 | 283,007 | 75 | |
| Williamsport and North Branch, | 8,000 | 00 | 5,000 | 00 | 13,000 | 00 | 6 |
| Wilmington and Northern, | 207,000 | 00 | | | 207,000 | 00 | 5 and 6 |
| Wind Gap and Delaware, | | | 9,280 | 13 | 9,280 | 13 | |
| York and Peach Bottom, | 229,800 | 00 | 21,173 | 23 | 250,973 | 23 | 5 |
| | $653,747,689 | 61 | $46,786,936 | 38 | $699,753,406 | 99 | |

NOTE.—Companies reporting no debt are left out of this table.

## TABLE C.—COST OF ROAD AND EQUIPMENT.

| NAME OF COMPANY. | Total cost of roads owned. | Total cost of equipment owned. | Total cost of road and equipment. | Value of real estate held by the company, exclusive of roadway. | Average cost of construction per mile of road. | Average cost of equipment per mile of road. |
|---|---|---|---|---|---|---|
| Addison and Northern, | $417,098 01 | $65,567 68 | $482,665 69 | | $8,341 96 | $1,311 35 |
| Allegheny Valley, | 21,683,452 77 | 2,366,087 53 | 24,049,540 30 | | 83,558 51 | 9,117 87 |
| Allentown, | 1,084,652 71 | | 1,084,652 71 | $23,509 43 | 241,033 94 | |
| Arnot and Pine Creek, | 255,000 00 | | 255,000 00 | | 15,315 31 | |
| Bachman Valley, | 112,494 13 | | 112,494 13 | | | |
| Bald Eagle Valley, | 1,428,667 56 | | 1,428,667 56 | | | |
| Baltimore and Cumberland Valley, | 152,432 05 | | 152,432 05 | | | |
| Baltimore and Cumberland Valley Extension, | 500,000 00 | | 500,000 00 | | 18,518 57 | |
| Bangor and Portland, | 268,639 35 | 33,560 65 | 302,200 00 | | 8,954 64 | 1,118 68 |
| Barclay, | 622,600 00 | | 622,600 00 | | | |
| Bradford, Richburg and Cuba, | 187,200 00 | | 187,200 00 | | 20,000 00 | |
| Bedford and Bridgeport, | 1,423,606 61 | | 1,423,606 61 | | 28,935 09 | |
| Bell's Gap, | 961,293 82 | 78,926 81 | 1,040,220 63 | | 32,043 13 | |
| Bradford, | 168,305 40 | | 168,305 40 | | 12,021 80 | |
| Bradford, Bordell and Kinzua, | 503,255 21 | 77,450 80 | 580,706 01 | | 24,549 00 | 3,778 00 |
| Bradford, Bordell and Smethport, | 88,223 51 | 11,776 49 | 100,000 00 | | 7,273 17 | 970 85 |
| Bradford, Eldred and Cuba, | [1]814,993 45 | 136,244 07 | 951,237 52 | | 18,666 30 | 2,537 60 |
| Brandy Camp, | 55,000 00 | | 55,000 00 | | | |
| Buffalo, Bradford and Pittsburgh, | 2,866,400 00 | | 2,866,400 00 | | | |
| Buffalo, New York and Philadelphia, | | | 30,949,583 80 | | | |
| Catawissa, | 6,206,668 08 | | 6,206,668 08 | | | |
| Catasauqua and Fogelsville, | 523,185 59 | 135,150 00 | 658,335 59 | 15,000 00 | 20,517 08 | 5,300 00 |
| Chartiers, | 1,122,336 10 | | 1,122,336 10 | 6,000 00 | | |
| Chester and Delaware River, | 220,915 21 | | 220,915 21 | 30,480 00 | 50,322 37 | |

[1] This includes the cost of the Wellsville, Bolivar and Eldred railroad, ($405,410,) which is leased to the Bradford, Eldred and Cuba, and not reported separately.

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

| NAME OF COMPANY. | Total cost of roads owned. | Total cost of equipment owned. | Total cost of road and equipment. | Value of real estate held by the company, exclusive of roadway. | Average cost of construction per mile of road. | Average cost of equipment per mile of road. |
|---|---|---|---|---|---|---|
| Chester Creek, | $457,100 00 | | $457,100 00 | | $64,019 61 | |
| Clarion, Mahoning and Pittsburgh, | 69,649 69 | | 69,649 69 | | | |
| Cleveland and Pittsburgh, | 13,181,993 78 | $3,696,877 96 | 16,878,871 74 | | 66,659 89 | $18,694 70 |
| Colebrookdale, | 671,487 84 | | 671,487 84 | $14,108 07 | 52,459 99 | |
| Columbia and Port Deposit, | 2,024,327 16 | | 2,024,327 16 | | | |
| Connecting, | 2,694,829 59 | | 2,694,829 59 | | | |
| Corning, Cowanesque and Antrim, | 3,250,000 00 | [1]1,517,406 37 | 4,767,406 37 | 45,000 00 | 38,262 30 | |
| Cornwall, | 390,385 70 | 116,024 69 | 506,410 39 | 44,315 60 | 20,546 30 | 6,106 56 |
| Cumberland Valley, | | | 1,917,968 92 | | [2]23,211 30 | |
| Danville and Riverside, | 4,058 23 | | 4,058 23 | | | |
| Danville and Shamokin, | 26,710 00 | | 26,710 00 | | | |
| Delaware and Hudson Canal, | 3,723,673 17 | 1,369,788 00 | 5,193,453 17 | | 37,196 56 | 14,418 82 |
| Delaware, Lackawanna and Western, | 18,595,261 99 | 7,194,610 34 | 25,789,872 33 | | 88,586 82 | 34,274 75 |
| Delaware River and Lancaster, | 18,535 00 | | 18,535 00 | | | |
| Dillsburg and Mechanicsburg, | 181,021 21 | | 181,021 21 | | | |
| Dunkirk, Allegheny Valley and Pittsburgh, | 4,556,432 43 | 262,725 00 | 4,819,157 43 | 50,000 00 | 50,291 75 | 2,899 83 |
| East Brandywine and Waynesburg, | 535,105 27 | | 535,105 27 | | | |
| East Broad Top, | 914,042 82 | 180,749 71 | 1,094,792 53 | 10,617 75 | 30,468 09 | 4,947 98 |
| East Mahanoy, | 392,550 00 | | 392,550 00 | | 37,033 49 | 600 00 |
| East Pennsylvania, | 1,884,683 79 | | 1,884,683 79 | | 52,352 33 | |
| Ebensburg and Cresson, | | | | 400 00 | | |
| Edgewood, | 28,172 36 | 2,000 00 | 30,172 36 | | 28,172 36 | 2,000 00 |
| Elmira and Williamsport, | 2,218,000 00 | 352,000 00 | 2,570,000 00 | | 29,377 48 | |
| Erie and Pittsburgh, | 3,180,937 26 | 1,895,725 18 | 5,076,662 44 | | 31,419 77 | |
| Evergreen, | 26,582 98 | 9,142 00 | 35,724 98 | 800 00 | 6,645 74 | 2,285 50 |
| Fayette County, | 130,000 00 | | 130,000 00 | | | |
| Greenlick Narrow Gauge, | 29,159 08 | 6,325 52 | 35,484 60 | 50 00 | 7,289 77 | 1,581 38 |
| Hanover Junction, Hanover and Gettysburg, | 391,289 00 | 155,277 00 | 546,566 00 | 17,000 00 | 13,042 96 | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,882,550 | 00 | | | 1,882,550 | 00 | | | | | | | | | | |
| Harrisburg and Potomac, | 1,065,325 | 92 | 35,291 | 05 | 1,100,616 | 97 | 179,250 | 00 | 26,239 | 55 | 869 | 24 | | | | |
| Huntingdon and Broad Top Mountain, | 5,573,052 | 41 | | | 5,573,052 | 41 | | | | | | | | | | |
| Ironton, | 250,000 | 00 | 18,000 | 00 | 268,000 | 00 | 12,830 | 00 | 25,000 | 00 | 1,398 | 06 | | | | |
| Jamestown and Franklin, | 2,538,473 | 84 | | | 2,538,473 | 84 | | | 49,676 | 59 | | | | | | |
| Jefferson, | 4,396,050 | 00 | | | 4,396,050 | 00 | | | 97,975 | 21 | | | | | | |
| Jersey Shore, Pine Creek and Buffalo, | 4,095,627 | 83 | | | 4,095,627 | 83 | | | | | | | | | | |
| Junction, | 1,062,000 | 50 | | | 1,062,000 | 50 | | | | | | | | | | |
| Kendall and Eldred, | 180,635 | 28 | | | 180,635 | 28 | | | 12,042 | 35 | | | | | | |
| Kinzua, | 168,305 | 40 | | | 168,305 | 40 | | | 12,021 | 80 | | | | | | |
| Lake Shore and Michigan Southern, | 66,700,000 | 00 | 17,300,000 | 00 | 84,000,000 | 00 | 365,779 | 61 | 77,121 | 43 | 16,879 | 03 | | | | |
| Lawrence, | 820,368 | 30 | | | 820,368 | 30 | | | 37,221 | 80 | | | | | | |
| Lehigh and Lackawanna, | 976,147 | 66 | | | 976,147 | 66 | | | | | | | | | | |
| Lehigh and Susquehanna, | 14,305,698 | 70 | | | 14,305,698 | 70 | | | | | | | | | | |
| Lehigh Valley, | 23,873,511 | 28 | 10,899,765 | 40 | 34,773,276 | 68 | | | | | | | | | | |
| Lewisburg and Tyrone, | 1,447,614 | 35 | | | 1,447,614 | 35 | | | | | | | | | | |
| Ligonier Valley, | 182,220 | 25 | 17,690 | 98 | 199,911 | 23 | 5,000 | 00 | | | 1,684 | 50 | | | | |
| Little Saw-Mill Run, | 123,234 | 68 | 111,597 | 73 | 234,832 | 41 | 54,850 | 00 | 41,078 | 23 | 37,199 | 27 | | | | |
| Little Schuylkill Navigation, | 1,416,187 | 80 | | | 1,416,187 | 80 | 10,000 | 00 | 50,000 | 00 | | | | | | |
| Littlestown, | 115,616 | 00 | | | 115,616 | 00 | 2,000 | 00 | 12,170 | 00 | | | | | | |
| Lock Haven and Clearfield, | 7,785 | 95 | | | 7,785 | 95 | | | | | | | | | | |
| Lykens Valley, | 578,767 | 24 | 17,000 | 00 | 595,767 | 24 | | | | | | | | | | |
| McKean and Buffalo, | 805,572 | 21 | 33,606 | 63 | 838,178 | 84 | | | 36,368 | 94 | 1,517 | 22 | | | | |
| Mifflin and Centre County, | 269,551 | 74 | | | 269,551 | 74 | | | 21,564 | 14 | | | | | | |
| Monongahela Inclined Plane, | 216,913 | 11 | | | 216,913 | 11 | 18,049 | 16 | | | | | | | | |
| Mont Alto, | 342,134 | 25 | 24,807 | 45 | 366,941 | 70 | | | 17,106 | 71 | 1,240 | 37 | | | | |
| Montrose, | 332,141 | 18 | 41,308 | 13 | 373,449 | 31 | | | 11,862 | 18 | 1,475 | 29 | | | | |
| Moshannon and Clearfield, | 94,612 | 57 | | | 94,612 | 57 | | | 11,130 | 82 | | | | | | |
| Mount Carbon and Port Carbon, | 282,815 | 45 | | | 282,815 | 45 | | | | | | | | | | |
| Mount Oliver Incline, | 87,715 | 53 | | | 87,715 | 53 | | | | | | | | | | |
| Mount Pleasant and Broad Ford, | 201,669 | 69 | | | 201,669 | 69 | | | 20,166 | 97 | | | | | | |
| Nesquehoning Valley, | 1,401,045 | 00 | | | 1,401,045 | 00 | | | | | | | | | | |
| New Castle and Beaver Valley, | 866,00 | 59 | | | 866,001 | 59 | | | 58,043 | 00 | | | | | | |
| Newry, | 25,408 | 44 | | | 25,408 | 44 | | | | | | | | | | |
| New York, Chicago and St. Louis, | 65,078,704 | 93 | 5,425,930 | 99 | 70,504,635 | 92 | 15,000 | 00 | 125,518 | 26 | 104,650 | 72 | | | | |
| New York, Pennsylvania and Ohio, | | | | | [3]137,875,368 | 64 | | | | | | | | | | |
| North and West Branch, | 3,017,580 | 09 | | | 3,017,580 | 09 | | | | | | | | | | |

[1] This equipment owned by the Fall Brook Coal Company, and used by them in operating the Pine Creek railway, the Corning, Cowanesque and Antrim railway and branches, the Syracuse, Geneva and Corning railway, and the Geneva and Lyons railroad. [2] Average of construction and equipment. [3] Includes "cost of roads and equipment and interest in leased lines."

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

| NAME OF COMPANY. | Total cost of roads owned. | | Total cost of equipment owned. | | Total cost of road and equipment. | | Value of real estate held by the company, exclusive of roadway. | | Average cost of construction per mile of road. | | Average cost of equipment per mile of road. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| North-East Pennsylvania, | $306,004 | 37 | | | $306,004 | 37 | $13,948 | 11 | | | | |
| Northern Central, | 13,822,957 | 63 | $4,196,107 | 35 | 17,019,064 | 98 | | | | | | |
| North Pennsylvania, | 9,674,584 | 33 | 1,750,935 | 65 | 11,425,519 | 98 | 1,254,683 | 53 | | | | |
| New York, Lake Erie and Western Coal, | 1,873,600 | 22 | | | 1,873,600 | 22 | | | $56,062 | 24 | | |
| Oil City and Ridgway, | 58,049 | 81 | | | 58,049 | 81 | | | 9,675 | 00 | | |
| Olean, Bradford and Warren, | 141,452 | 40 | | | 141,452 | 40 | | | 13,562 | 00 | | |
| Pennsylvania, | 38,177,639 | 41 | 23,651,950 | 07 | 61,829,589 | 48 | 12,296,565 | 38 | | | | |
| Pennsylvania Schuylkill Valley, | 3,769,991 | 08 | | | 3,769,991 | 08 | | | | | | |
| Pennsylvania Coal, | | | | | 2,000,000 | 00 | | | | | | |
| Pennsylvania, Slatington and New England, | 2,299,000 | 00 | 18,000 | 00 | 2,317,000 | 00 | | | 31,566 | 00 | | |
| People's, | 88,141 | 34 | 30,265 | 29 | 118,406 | 63 | | | | | | |
| Perkiomen, | 2,077,592 | 71 | 3,497 | 90 | 2,081,090 | 61 | 19,611 | 91 | 53,963 | 43 | $90 | 85 |
| Philadelphia and Baltimore Central, | 3,756,916 | 44 | 447,237 | 54 | 4,204,153 | 98 | 304,072 | 37 | 52,332 | 03 | 6,229 | 80 |
| Philadelphia and Chester County, | 761,192 | 84 | | | 761,192 | 84 | | | | | | |
| Philadelphia and Erie, | 26,186,163 | 35 | | | 26,186,163 | 35 | | | 90,924 | 17 | | |
| Philadelphia and Reading, | 40,291,772 | 16 | 10,398,057 | 40 | 50,689,829 | 56 | 8,207,108 | 04 | 123,216 | 43 | 31,798 | 34 |
| Philadelphia and Trenton, | 2,390,608 | 65 | | | 2,390,608 | 65 | 226,571 | 38 | | | | |
| Philadelphia, Newtown and New York, | 1,900,000 | 00 | | | 1,900,000 | 00 | | | 90,909 | 09 | | |
| Philadelphia, Wilmington and Baltimore, | | | | | 13,745,256 | 25 | 377,849 | 82 | 108,873 | 32 | | |
| Pickering Valley, | 480,292 | 47 | | | 480,292 | 47 | 800 | 00 | 42,503 | 76 | | |
| Pittsburgh and Castle Shannon, | 185,000 | 00 | 31,427 | 50 | 216,427 | 50 | 40,860 | 00 | 30,833 | 33 | 5,237 | 75 |
| Pittsburgh and Connellsville, | 12,983,416 | 44 | 470,698 | 49 | 13,454,114 | 93 | | | 86,556 | 11 | 3,137 | 99 |
| Pittsburgh and Lake Erie, | 4,761,703 | 66 | 1,116,318 | 19 | 5,878,021 | 85 | | | 67,685 | 91 | 15,868 | 06 |
| Pittsburgh and Western, | 13,366,304 | 14 | 740,216 | 11 | 14,106,520 | 25 | | | 56,636 | 88 | 3,136 | 51 |
| Pittsburgh, Buffalo and Rochester, | 130,424 | 29 | | | 130,424 | 29 | | | | | | |
| Pittsburgh, Cincinnati and St. Louis, | 16,309,146 | 46 | 4,426,807 | 40 | 20,735,953 | 86 | 15,000 | 00 | 81,382 | 96 | 22,089 | 86 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburgh, Fort Wayne and Chicago, | 40,688,421 | 15 | | | 40,688,421 | 15 | | | | | | |
| Pittsburgh, McKeesport and Youghiogheny, | 5,250,000 | 00 | | | 5,250,000 | 00 | | | | | | |
| Pittsburgh Southern, | 1,667,952 | 57 | 53,255 | 00 | 1,721,207 | 57 | | | 30,403 | 80 | | |
| Pittsburgh, Virginia and Charleston, | | | | | 4,415,598 | 57 | | | 63,079 | 98 | | |
| Pomeroy and Newark, | 502,056 | 25 | | | 502,056 | 25 | | | | | | |
| Reading and Columbia, | 2,126,685 | 28 | 245,241 | 18 | 2,371,926 | 46 | 65,306 | 22 | 44,305 | 95 | 5,009 | 19 |
| Rew City and Eldred, | 108,507 | 42 | 4,219 | 23 | 112,726 | 65 | | | 8,923 | 31 | 337 | 54 |
| River Front, | 512,047 | 10 | | | 512,047 | 10 | 319,211 | 22 | | | | |
| Ridgway and Clearfield, | 614,498 | 25 | | | 614,498 | 25 | | | 31,369 | 95 | | |
| Rochester and Pittsburgh, | 21,447,780 | 05 | 1,581,587 | 05 | 23,029,367 | 10 | | | 70,373 | 00 | 5,188 | 00 |
| Salisbury, | 233,311 | 63 | 9,724 | 50 | 243,036 | 13 | 1,000 | 00 | 19,442 | 64 | 810 | 37 |
| Shamokin Valley and Pottsville, | 2,875,700 | 00 | | | 2,875,700 | 00 | | | | | | |
| Sharon, | 525,082 | 54 | | | 525,082 | 54 | 26,500 | 00 | 30,000 | 00 | | |
| Sharpsville, | 396,692 | 79 | 24,083 | 79 | 420,776 | 58 | | | 17,982 | 45 | 1,091 | 74 |
| Slate Ridge and Delta, | 7,200 | 00 | | | 7,200 | 00 | | | 7,200 | 00 | | |
| Somerset and Cambria, | 1,302,403 | 94 | | | 1,302,403 | 94 | | | 28,878 | 13 | | |
| South Mountain, | 342,841 | 34 | 45,639 | 29 | 388,480 | 63 | 1,200 | 00 | 19,282 | 41 | 2,566 | 98 |
| Southern Pennsylvania, | 625,000 | 00 | | | 625,000 | 00 | 30,000 | 00 | 29,761 | 90 | | |
| South-West Pennsylvania, | 1,753,416 | 53 | | | 1,753,416 | 53 | | | | | | |
| Stony Creek, | 543,707 | 54 | | | 543,707 | 54 | 46,569 | 31 | 41,567 | 85 | | |
| Sunbury, Hazleton and Wilkes-Barre, | 3,300,000 | 00 | | | 3,300,000 | 00 | | | | | | |
| Susquehanna and Clearfield, | 409,836 | 79 | | | 409,836 | 79 | | | | | | |
| Susquehanna and Delaware River, | 79,450 | 00 | | | 79,450 | 00 | | | | | | |
| Shamokin, Sunbury and Lewisburg, | 2,489,108 | 48 | | | 2,489,108 | 48 | 13,550 | 00 | 80,035 | 64 | | |
| Selinsgrove and North Branch, | 107,174 | 91 | | | 107,174 | 91 | | | 3,090 | 71 | | |
| Tioga, | 1,480,815 | 41 | 559,091 | 49 | 2,039,906 | 90 | 41,000 | 00 | 20,710 | 70 | 8,967 | 55 |
| Tresckow, | 232,623 | 93 | | | 232,623 | 93 | | | | | | |
| Tyrone and Clearfield, | 1,199,329 | 61 | | | 1,199,329 | 61 | | | | | | |
| Warren and Farnesworth Valley, | 123,431 | 71 | 44,917 | 77 | 168,349 | 48 | | | 7,480 | 71 | 2,722 | 29 |
| Waynesburg and Washington, | 158,495 | 39 | 33,429 | 79 | 191,925 | 18 | 4,300 | 00 | 5,660 | 55 | 1,193 | 92 |
| West Chester and Phœnixville, | 13,056 | 50 | | | 13,056 | 50 | | | | | | |
| Western Maryland, | 4,803,049 | 78 | | | 4,803,049 | 78 | | | | | | |
| Western Pennsylvania, | 5,408,835 | 67 | | | 5,408,835 | 67 | | | | | | |
| Wheeling, Pittsburgh and Baltimore, | 846,485 | 74 | | | 846,485 | 74 | | | 26,452 | 68 | | |
| Wilmington and Northern, | 1,542,189 | 25 | 165,225 | 52 | 1,707,414 | 77 | 36,468 | 82 | 17,645 | 18 | 1,890 | 45 |
| Wind Gap and Delaware, | 59,280 | 13 | | | 59,280 | 13 | 8,000 | 00 | | | | |
| York and Peach Bottom, | 440,140 | 64 | 61,065 | 00 | 501,205 | 64 | 25,000 | 00 | 11,003 | 50 | 1,526 | 62 |
| Youghiogheny Northern, | 400,000 | 00 | | | 400,000 | 00 | | | 199,578 | 50 | | |
| | $606,432,009 | 60 | $103,581,412 | 66 | $900,029,189 | 44 | $24,295,215 | 73 | | | | |

## TABLE D.—CHARACTERISTICS OF ROAD.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length in miles of leased roads. | Total number of miles operated. | Total number of miles operated in Penn'a. | Aggregate length of all tracks in Penn'a. | Miles of steel rail on lines owned. | Miles of iron rail on lines owned. | Length of telegraph lines in Penn'a. | Number of miles of telegraph wire in Penn'a. | Number of bridges and trestles on lines owned. | Aggregate length of bridges and trestles in feet. | Number of stations in Pa. | Number of engine-houses and shops in Penn'a. | Number of wood and water stations in Penn'a. | Number of tunnels in Pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | 41.60 | 4.50 | | 45.50 | 35.00 | 39.50 | 5.50 | 44.50 | | | 45 | 12,380 | 6 | 2 | 3 | |
| Allegheny Valley, | 242.00 | 17.50 | | 259.50 | 259.50 | 398.50 | 237.00 | 141.50 | 242.00 | 374.00 | 159 | 18,444 | 131 | 9 | | 5 |
| Allentown, | 35.80 | | | 4.50 | 4.50 | 4.90 | | 4.90 | | | 1 | 17 | 2 | | | |
| Arnot and Pine Creek, | 12.00 | | | 12.00 | 12.00 | 16.65 | | 16.65 | 12.00 | 12.00 | 16 | 3,424 | 2 | 1 | | |
| Bachman Valley, | 9.00 | | | 9.00 | 9.00 | 9.00 | | 9.00 | 9.00 | 9.00 | 8 | 199 | 6 | | 1 | |
| Bald Eagle Valley, | 51.20 | 29.17 | | 80.37 | 80.37 | 00.41 | 66.12 | 24.29 | 71 30 | 78.00 | 97 | 4,717 | 29 | 2 | 11 | |
| Baltimore and Cumberland Valley, | 4.55 | | | 4.55 | 4.55 | 5.61 | | 4.55 | | | 5 | 1 000 | 4 | | | |
| Baltimore and Cumberland Valley Extension, | 26.02 | | | 26.02 | 26.02 | 27.40 | | 27.40 | | | 13 | 3 258 | 7 | 1 | 1 | |
| Baltimore and Philadelphia, | 36.55 | 20.00 | | 20.00 | 2.39 | 2.39 | 1.01 | 24.64 | 2.39 | 2.39 | 18 | 3,531 | 2 | 1 | | |
| Bangor and Portland, | 25 00 | | | 25.00 | 25.00 | 30.00 | 12.00 | 18.00 | 125.00 | 25.00 | 16 | 240 | 10 | 2 | 3 | |
| Barclay, | 16.23 | | | 16.23 | 16.23 | 22.25 | 1.00 | 21.25 | 17 00 | 17.00 | 11 | 978 | 8 | 4 | 4 | |
| Bradford, Richburg and Cuba, | 9.36 | | | 9.36 | 5.74 | 5.74 | | 9.36 | | | 4 | 500 | 2 | 1 | 1 | |
| Bedford and Bridgeport, | 38.70 | 10.50 | | 49.20 | 49.20 | 53.72 | 15.38 | 38.34 | 38.07 | 38 07 | 29 | 3,223 | 25 | 3 | 5 | |
| Bell's Gap, | 25.40 | | | 25.40 | 25.40 | 30.00 | 25.40 | | 23.30 | 23.30 | 5 | 1 400 | 5 | 1 | 6 | |
| Berlin, | 8 70 | | | 10.20 | 10.20 | 10.80 | | 10.80 | | | 7 | 1,424 | 1 | 1 | 2 | |
| Berlin Branch, | 7.00 | | | 7.00 | 7.00 | 7.00 | | 7.00 | | | 2 | 80 | 3 | 1 | 1 | |
| Bethlehem and Belvidere, | [2] | | | | | | | | | | | | | | | |
| Bradford, | 14.00 | | | 14.00 | 14.00 | 14.00 | | | | | | | | | | |
| Bradford, Bordell and Kinzua, | 15.00 | 1.03 | 23.61 | 40.54 | 40.54 | 44.09 | | 16.93 | | | 4 | 581 | 8 | 2 | 6 | |
| Bradford, Bordell and Smethport, | 11.45 | | | 11.45 | 11.45 | 12.13 | | 12.13 | | | 4 | 608 | 1 | 1 | 2 | |
| Bradford, Eldred and Cuba, | 23.71 | | 20.98 | 53.69 | 5.74 | 5.74 | | 23.71 | | | 23 | 5,585 | 1 | 1 | 1 | |
| Brandy Camp, | 33.00 | 18.00 | | [3] | | | | | | | | | | | | |
| Brockwayville and Punxsutawney, | 25.00 | | | 25.00 | 25.00 | 25.00 | 25.00 | | | | | | | | | |
| Buffalo, Bradford and Pittsburgh, | 25.97 | | | 25.97 | 18.16 | 18 16 | 5.00 | 30.22 | 18.00 | 42.00 | 31 | 3,762 | 12 | 1 | 4 | |
| Buffalo, New York and Philadelphia, | 428.85 | | 238.07 | 666.92 | 335.43 | 335.43 | 308.00 | 121.00 | | | 25 | 118 | 19 | 7 | 9 | |
| Catawissa, | 91.00 | 4.50 | | 98.50 | 98.50 | 125.50 | | | | | 24 | | 23 | | | 3 |
| Catasauqua and Fogelsville, | 20.00 | 5.50 | | 25.50 | 25.50 | 33.50 | 10.50 | 23.00 | 15.00 | 15.00 | 10 | 1.316 | 19 | 2 | 6 | |
| Chartiers, | 22.76 | | | 22.76 | 22.76 | 25 45 | 4 00 | 18.76 | 22.76 | 22 76 | 26 | 2,317 | 9 | 1 | 1 | 2 |
| Chester and Delaware River, | 4 39 | | | 4.39 | 4.39 | 6.84 | | 6.84 | | | 7 | 660 | | | | |
| Chester Creek, | 7.14 | | | 7.14 | 7.14 | 7.14 | 7.14 | | | | 2 | 50 | 8 | | 1 | |
| Chester Valley, | 21.50 | | | 21.50 | 21.50 | 23.50 | | 23.00 | | | 58 | 2,926 | 16 | 1 | 2 | |
| Chestnut Hill, | 4 12 | | | 4 12 | 4.12 | 4.12 | | | | | 4 | 200 | 4 | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Clarion, Mahoning and Pittsburgh, | 150.00 | | | [3] | | | | | | | | | | | | | |
| Cleveland and Pittsburgh, | 166.57 | 31.18 | 25.65 | 223.40 | 40.65 | 40.65 | 183.94 | 95 30 | 30.00 | 75.00 | 127 | 9,915 | 16 | | | | |
| Colebrookdale, | 12 08 | | | 12.08 | 12.08 | 15.05 | | 15.50 | | | 22 | 2 273 | 10 | 1 | 1 | | |
| Columbia and Port Deposit, | 40.00 | | | 40.00 | 28.36 | 28 36 | 4.46 | 40 57 | 28.36 | 28.36 | 28 | 1,513 | 14 | | 2 | | |
| Connecting, | 6.75 | | | 6 75 | 6.75 | 31.85 | 27.43 | 4.42 | 6.75 | 64 65 | 14 | 1,884 | 7 | 1 | 3 | | |
| Corning, Cowanesque and Antrim, | 53.00 | 31 94 | | 84.94 | 69.30 | 69.30 | 59.26 | 47.04 | 45.00 | 45 00 | | 5 110 | 20 | | 8 | | |
| Cornwall, | 7.47 | | | | | 19.03 | 7.94 | 11.07 | 9.00 | 9.00 | 13 | 570 | 15 | 1 | 2 | | |
| Cumberland Valley, | 82.20 | | 42.80 | 125 00 | 99.30 | 138.98 | 79.50 | 25.46 | | | 29 | 5 818 | 42 | 6 | 11 | | |
| Danville and Shamokin, | 19.00 | 21.00 | | [3] | | | | | | | 1 | 54 | | | | | |
| Delaware and Hudson, | 95.01 | | 18.69 | 113.70 | 96.05 | 217.94 | 99.96 | 10 00 | | | 35 | 5,342 | 12 | 7 | 14 | | |
| Delaware, Lackawanna and Western, | 114.61 | 95.30 | 6.41 | 216 32 | 216.32 | 518.76 | 398.18 | 107.76 | 114 69 | 114 69 | 27 | 3,341 | 47 | 6 | 37 | 3 | |
| Delaware River and Lancaster, | 83.00 | | | [3] | | | | | | | | | | | | | |
| Dillsburg and Mechanicsburg, | 7.70 | | | 7.70 | 7.70 | 7.70 | | | | | 6 | 239 | 3 | | | | |
| Dunkirk, Allegheny Valley and Pittsburgh, | 106.50 | | | 90.60 | 48.00 | 48 00 | 60.90 | 42.20 | 48 30 | 48.30 | 36 | 5,805 | 12 | 1 | 7 | | |
| Driftwood and Western, | 9.00 | | | [3] | | | | | | | | | | | | | |
| East Brandywine and Waynesburg, | 28.11 | | | 28.11 | 28.11 | 29.55 | 11 01 | 18.54 | 28 11 | 28.11 | 18 | 783 | 21 | 1 | 2 | | |
| East Broad Top, | 30.00 | | | 30.00 | 30.00 | 36.53 | 4 27 | 32.26 | | | 22 | 1 767 | 11 | 6 | 5 | 2 | |
| East Mahanoy, | 7.56 | 3 04 | | 10 60 | 10.60 | 16.24 | 2.52 | 13 72 | | | 13 | 316 | 4 | | 2 | 1 | |
| East Pennsylvania, | 36.00 | | | 36.00 | 36.00 | 71.20 | 7.70 | 63 50 | | | 42 | 882 | 13 | 2 | 7 | | |
| Ebensburg and Cresson, | 11 00 | | | 11 09 | 11.00 | 11.50 | | | | | 1 | 15 | 3 | 1 | 1 | | |
| Edgewood, | 1.00 | | | 1 00 | 1.00 | 1.60 | | 1 60 | | | | | | | | | |
| Elmira and Williamsport, | 75 59 | | | 75 50 | 69.00 | 69.00 | 75 50 | 29.38 | 70.00 | 139.00 | 67 | 5,198 | 20 | 2 | 7 | | |
| Erie and Pittsburgh, | 84.50 | | | 84.50 | 84.50 | 113.00 | 56.70 | 56.25 | 98.00 | 274 00 | 43 | 4 347 | 20 | 8 | 8 | | |
| Evergreen, | 4 00 | | | 4.00 | 4.00 | 4 21 | | 4.00 | | | 14 | 415 | 10 | 2 | 2 | | |
| Fayette County, | 12.67 | | | 12 67 | 12.67 | 12.67 | | 12 67 | | | 23 | 2 159 | 16 | | 1 | | |
| Frankford and Holmesburg, | 4.16 | | | 4.16 | 4.16 | 5.11 | | 5.11 | | | 5 | 1,450 | 7 | 1 | 1 | | |
| Gold and Driftwood, | 55 00 | | | | | | | | | | | | | | | | |
| Greenlick Narrow Gauge, | 3.56 | | | 3.56 | 3.56 | 4.00 | .23 | 3.77 | | | 10 | 544 | 5 | 1 | 1 | | |
| Hanover and York, | 18 35 | | | 18.35 | 18 35 | 18 35 | | | | | | | | | | | |
| Hanover Junction, Hanover and Gettysburg, | 30.00 | | | 30.00 | 30.00 | 33.02 | 9.26 | 20.74 | 30.00 | 66.00 | 20 | 553 | 10 | 5 | 5 | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 35.75 | 18.15 | | 53.90 | 53.90 | 102.21 | 92.82 | 9.39 | 53.90 | 260.24 | 39 | 2 165 | 22 | 1 | 8 | | |
| Harrisburg and Potomac, | 32 00 | 5 50 | | 37.50 | 37.50 | 40.60 | | 40.60 | [1]11.00 | 11.00 | | | 16 | 3 | 3 | | |
| Huntingdon and Broad Top Mountain, | 45 00 | 19.55 | | 64 55 | 64.55 | 81.25 | 26 65 | 54 60 | 53.00 | 53 00 | 85 | 11.343 | 30 | 4 | 11 | | |
| Ironton, | 9.33 | | | 9.33 | 9.33 | 12.88 | | 12.88 | | | 11 | 340 | | 1 | 2 | | |
| Jamestown and Franklin, | 51.10 | 2.53 | | 53.63 | 53.63 | 70.81 | 35.51 | 35 30 | | | 18 | 2,296 | 13 | 4 | 9 | 1 | |
| Jefferson, | 44 87 | | | 44 87 | 44.87 | 72.54 | 11.25 | 61.29 | 45.50 | 45.50 | 55 | 3,879 | 10 | 7 | | | |
| Jersey Shore, Pine Creek and Buffalo, | 74.80 | | | 74.80 | 74.80 | 89 90 | 89.90 | | 74.80 | 74 80 | 42 | 3,726 | 10 | 2 | 8 | | |
| Junction, | 3.56 | | | 3 56 | 3.56 | 8 86 | 7.84 | .92 | | | 6 | 321 | | | | 1 | |
| Kendall and Eldred, | 15.00 | | | 15 00 | 15.00 | 15.00 | | | | | | | | | | | |
| Kinzua, | 14.00 | | | 14.00 | 14.00 | 14.00 | | | | | | | | | | | |
| Lake Shore and Michigan Southern, | 540 49 | 484.45 | 315.00 | 1,339.94 | 100.77 | 100.77 | 1,152.44 | 138 74 | 141.00 | 862.00 | 177 | 25,162 | 18 | 7 | 13 | | |
| Lancaster and Reading Narrow Gauge, | 34.00 | 15.50 | | 15 50 | 15 50 | 15.50 | | | | | | | | | | | |
| Lawrence, | 17.98 | 4.06 | | 22.04 | 9.36 | 9.36 | | | | | | | | | | | |
| Lehigh and Lackawanna, | 15 00 | 10 00 | | 25.00 | 25.00 | 27.00 | 2.00 | 25.00 | | | 37 | 2,233 | 5 | | 2 | | |
| Lehigh and Susquehanna, | 95.50 | | | 95 50 | 95.50 | 95 50 | | | | | | | | | | | |
| Lehigh Valley, | 161.00 | 153.20 | 9 60 | 323.80 | 259.80 | 613.85 | 552.00 | 264.00 | | | 60 | 8 367 | 115 | | 45 | | |
| Lewisburg and Tyrone, | 63.08 | 7 34 | | 70.42 | 70 42 | 75.11 | .10 | 75 01 | 67.20 | 68.70 | 50 | 3,447 | 30 | 2 | 6 | 2 | |

[1] Telephone. [2] Does not report length of line nor any road finished or under construction. [3] No road in operation.

## TABLE D.—CHARACTERISTICS OF ROAD—Continued.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length in miles of leased roads. | Total number of miles operated. | Total number of miles operated in Penn'a. | Aggregate length of all tracks in Penn'a. | Miles of steel rail on lines owned. | Miles of iron rail on lines owned. | Length of telegraph lines in Penn'a. | Number of miles of telegraph wire in Penn'a. | Number of bridges and trestles on lines owned. | Aggregate length of bridges and trestles in feet. | Number of stations in Pa. | Number of engine-houses and shops in Penn'a. | Number of wood and water stations in Penn'a. | Number of tunnels in Pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ligonier Valley, | 10.50 | | | 10.50 | 10 50 | 13.50 | .50 | 13 00 | | | 4 | 160 | 12 | 1 | 3 | |
| Little Saw-Mill Run, | 3.00 | | | 3.00 | 3.00 | 4.50 | 4.00 | .50 | | | 4 | 2,160 | 4 | 2 | | |
| Little Schuylkill Navigation, | 28.10 | 3.00 | 10.70 | 41.80 | 41.80 | 69.00 | | 69.00 | | | 35 | 2,839 | 16 | 2 | 2 | 1 |
| Littlestown, | 9.50 | | | 9.50 | 9.50 | 9.50 | | 9.50 | | | 4 | 176 | 6 | | | |
| Lock Haven and Clearfield, | 32.00 | | | [1] | | | | | | | | | | | | |
| Lykens Valley, | 19.70 | | | 19.70 | 19.70 | 31.22 | 16.73 | 14.49 | 19 70 | 19.70 | 4 | 177 | 3 | 3 | 4 | |
| McKean and Buffalo, | 22.15 | | | 22.15 | 22.15 | 22 15 | | | | | | | | | | |
| Meadville, | 20.50 | | | 20.50 | 20.50 | 21.70 | | 21 70 | 20.00 | 20 00 | 15 | 1,942 | 3 | 1 | 1 | |
| Mifflin and Centre County, | 12.31 | | .12 | 12.43 | 12.43 | 17.29 | 1.24 | 16.05 | 4.80 | 4.80 | 19 | 3,468 | 9 | 2 | 2 | |
| Mill Creek and Mine Hill Navigation, | 3.80 | 3.47 | | 7.27 | 7.27 | 25.20 | 2.31 | 23.89 | | | 14 | 902 | 7 | | 2 | |
| Mine Hill and Schuylkill Haven, | 42 50 | | | 66.50 | 66.50 | 137.50 | | | | | 81 | 2 236 | | | | |
| Monongahela Inclined Plane, | .12 | | | .12 | .12 | .50 | .50 | | | | 32 | 1 280 | | | | |
| Mont Alto, | 10.25 | 7.62 | | 17.87 | 17 87 | 19.77 | 4 00 | 15.77 | 20.50 | 20.50 | 12 | 928 | 12 | 2 | 2 | |
| Montrose, | 28.00 | | | 28.00 | 28.00 | 28.00 | | 28.00 | | | | 500 | 13 | 3 | 5 | |
| Moshannon and Clearfield, | 7.20 | 1.31 | | 8.51 | 8.51 | 8.91 | 8 51 | .40 | | | 5 | 287 | 2 | | | |
| Mount Carbon and Port Carbon, | 2.50 | | | 2.50 | 2 50 | 18.48 | 2.15 | 16.33 | | | 10 | 443 | 3 | 5 | 2 | |
| Mount Oliver Incline, | .30 | | | .30 | .30 | .60 | .60 | | | | | 1,600 | | | | |
| Mount Pleasant and Broad Ford, | 10.00 | | | 10.00 | 10.00 | 10.00 | | | | | | | | | | |
| Nesquehoning Valley, | 16.60 | | | 16.60 | 16.30 | 16.30 | | | | | | | | | | |
| New Castle Railroad and Mining, | 5.50 | | | 5.50 | 5.50 | 5.50 | | 5.50 | | | 5 | 1.368 | | 2 | 1 | |
| New Castle and Beaver Valley, | 14.98 | | | 14 98 | 19.98 | 23.00 | 14.98 | 8.07 | 15.00 | 60.00 | 10 | 1,011½ | 9 | 1 | 2 | |
| Newry, | 1.00 | | | 1.00 | 1.00 | 1 13 | | 1.13 | | | 1 | 32 | 1 | | | |
| New York, Chicago and St. Louis, | 512.54 | | | 523 04 | 43.98 | 43.98 | 561.87 | 41.99 | | | 564 | 81,042 | 20 | | 3 | |
| New York, Lake Erie and Western, | 460.29 | | | 1,599.00 | 109.00 | 109 00 | [2]1,911.05 | | | | | | | | | |
| New York, Pennsylvania and Ohio, | 388.00 | 36.46 | 145.43 | 569.90 | 142 87 | 142.87 | 398.79 | 25.67 | 135.87 | 135.87 | 159 | 18 657 | 30 | 2 | 12 | |
| New York, Ridgway and Pittsburgh, | 80.00 | 20.00 | | [1] | | | | | | | | | | | | |
| North and West Branch, | 42.00 | | | 42 00 | 42.00 | 49.27 | 48.43 | .84 | 43.00 | 43.00 | 35 | 6,280 | 8 | | 3 | |
| North-East Pennsylvania, | 9.80 | | | 9.80 | 9.80 | 10.70 | | 10.70 | 9.80 | 9.80 | 15 | 910 | 11 | | | |
| Northern Central, | 137.66 | 18.11 | [3]189.33 | 345.10 | 201.17 | 748.70 | 250.39 | 75.48 | 102.78 | 208.86 | 163 | 13.765 | 59 | 4 | 30 | 1 |
| North Pennsylvania, | 55.60 | 32.60 | | 88.20 | [4]88.20 | 168.62 | 78.11 | 90.51 | | | 31 | 6,334 | 111 | 8 | 12 | 2 |
| New York, Lake Erie and Western Coal, | 29.92 | 9.40 | | 39.32 | 39.32 | 37.55 | 29.92 | 7.63 | 30.00 | 30.00 | 37 | 4,348 | 7 | 1 | 3 | |
| Oil City and Ridgway, | 6.00 | | | 6.00 | 6.00 | 6 00 | | 6.00 | | | | | | | | |
| Olean, Bradford and Warren, | 22.96 | | | 22.96 | 10.43 | 10.43 | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pennsylvania, | 248.26 | 188.07 | [2]2,791.79 | 3 228.12 | 1 926.24 | 3 900 22 | 1 014.77 | 208.20 | 429.43 | 2,714.96 | 330 | 38,968 | 1,042 | 34 | 307 | 7 |
| Pennsylvania Schuylkill Valley, | 10.65 | | | 10.65 | 10.65 | 12 53 | 12.53 | | 10.65 | 10.65 | 18 | 3,655 | 6 | | 2 | |
| Pennsylvania and New York, | 104.30 | 22 47 | | 126.77 | 126.77 | 295.87 | 225.89 | 63.98 | | | 33 | 5,541 | 29 | 7 | 15 | |
| Pennsylvania Coal, | 47.00 | 15.87 | | 47.00 | 47 00 | 87 87 | | | 45 00 | 45.00 | 5 | 496 | 6 | 27 | | 1 |
| Pennsylvania, Slatington and New England | 76.00 | | | [5] | | | 12 00 | | 12.00 | 12.00 | | | | | | |
| People's, | 4.58 | | | 4.58 | 4.58 | 4.58 | | | | | 1 | 30 | | | | |
| Perkiomen, | 38.50 | | | 38.50 | 38.50 | 47.97 | 14.23 | 33.74 | | | 30 | 5,823 | 26 | 1 | 5 | |
| Philadelphia and Baltimore Central, | 62 57 | 0.35 | 7.14 | 79.06 | 69.74 | 97.56 | 58.01 | 29.88 | 69.80 | 471.80 | 84 | 9,422 | 50 | 10 | 6 | |
| Philadelphia and Chester County, | 35 00 | | | [5] | | | | | | | | | | | | |
| Philadelphia and Erie, | 287.56 | | | 287.56 | 287.56 | 472.10 | 407.14 | 64 96 | 349.60 | 982.58 | 161 | 17,552 | 80 | 10 | 44 | |
| Philadelphia and Reading, | 98.40 | 228 60 | 1,152.90 | 1,479.90 | 1,479 90 | 2,885 50 | 455.24 | 344.06 | 269.80 | 701.10 | 796 | 86,020 | 325 | 55 | 175 | 8 |
| Philadelphia and Trenton, | 26.42 | 1.23 | 6.94 | 34.59 | 34.59 | 91.25 | 79.37 | 11.88 | 26.42 | 285.54 | 20 | 2,532 | 30 | 2 | 6 | |
| Philadelphia, Newtown and New York, | 20.90 | | | 20.90 | 20.90 | 22.90 | 2.00 | 20.90 | | | 35 | 4,697 | 6 | 1 | 1 | |
| Philadelphia, Wilmington and Baltimore, | 96.36 | 29.86 | 286.74 | 412 99 | 90.77 | | 210.44 | 82.81 | 62.00 | 122.00 | 110 | 19 585 | 109 | 5 | 10 | |
| Pickering Valley, | 11.30 | | | 11.30 | 11.30 | 12.30 | .90 | 11.40 | | | 10 | 1,257 | 8 | 1 | 1 | |
| Pittsburgh and Castle Shannon, | 6 00 | | | 6 00 | 6.00 | 10.00 | 7.00 | 3.00 | | | 4 | 1 530 | 14 | 1 | 2 | 2 |
| Pittsburgh and Connellsville, | 146 50 | 3.70 | 21.70 | 171.90 | 169 20 | 285.00 | 205.00 | 58.40 | | | 124 | 8.099 | 41 | 3 | 21 | 4 |
| Pittsburgh and Lake Erie, | 68.00 | 2.35 | | 70.35 | 61.15 | 61 15 | 117.31 | 2.00 | 61.15 | 120.60 | 49 | 8 720 | 27 | 7 | 9 | 1 |
| Pittsburgh and Western, | 62.50 | 9.84 | | 72.34 | 72.34 | 72.34 | 74 00 | 176.00 | | | 385 | 52 014 | 96 | 5 | 20 | 5 |
| Pittsburgh, Buffalo and Rochester, | 82.00 | 27.00 | | [6] | | | | | | | | | | | | |
| Pittsburgh, Cincinnati and St. Louis, | 192 30 | 8.10 | 390 30 | 590.70 | 115.80 | 115.80 | 226 00 | 8.10 | 56 50 | 433 00 | 72 | 13.842 | 35 | 3 | 6 | 9 |
| Pittsburgh, Fort Wayne and Chicago, | 467.97 | | 37.02 | 504.99 | 73.15 | 73 15 | 607.21 | 150.74 | 49 00 | 8.90 | 193 | 14 636 | 58 | 9 | 2 | |
| Pittsburgh, McKeesport and Youghiogheny | 56 95 | 4.89 | 2.00 | 63.85 | 63 85 | 84 59 | 56.95 | | 54.95 | | 37 | 20,732 | | | | |
| Pittsburgh Southern, | 36.20 | 17 36 | | 53.56 | 53 56 | 54.86 | 15.66 | 39.20 | | | 57 | 10,097 | 6 | 2 | 6 | |
| Pittsburgh, Virginia and Charleston, | 53.23 | | | 53 23 | 53 23 | 53.23 | | | | | | | | | | |
| Plymouth, | 9.25 | | | 9.25 | 9 25 | 9 25 | | | | | 13 | 477 | 4 | | 1 | |
| Pomeroy and Newark, | 26.70 | | | 26.70 | 21.66 | 21.66 | .99 | 26.89 | 26.70 | 26.70 | 105 | 7,402 | 15 | | 2 | |
| Reading and Columbia, | 40.09 | 12 17 | 6.50 | 58.67 | 58.67 | 89 12 | 1 00 | 88.12 | | | 90 | 5,178 | 27 | 6 | 14 | |
| Rew City and Eldred, | 12.16 | | | 12.16 | 12.16 | 12.50 | | 12.50 | | | 11 | 3,017 | 3 | | 1 | |
| River Front, | 3.62 | | | 3.62 | 3.62 | 6.60 | 5.89 | .71 | | | 3 | 270 | 1 | | 1 | |
| Ridgway and Clearfield, | 19 59 | | | 19 59 | 19 59 | 23.07 | 23.07 | | 19.59 | 39.18 | 8 | 200 | 1 | | 3 | |
| Rochester and Pittsburgh, | 192.20 | 58.74 | 1.03 | 251.97 | 97.60 | | 178.24 | 126.53 | 77.63 | 77.63 | 53 | 18 732 | 15 | | 7 | |
| Ridgway and Oil City, | 60.00 | | | [1] | | | | | | | | | | | | |
| Salisbury, | 8.70 | 2.50 | | 11.20 | 11.20 | 12.00 | | 12.00 | | | 7 | 814 | 1 | 1 | 2 | |
| Schuylkill Valley Navigation, | 11.00 | 7.19 | | 18.19 | 18.19 | 27.69 | | 27.69 | | | 30 | 1,028 | 11 | | 1 | |
| Shamokin Valley and Pottsville, | 27.30 | 2.48 | | 29.78 | 29.78 | 48.52 | 29.07 | 19.45 | 28.90 | 28 90 | 43 | 2.080 | 8 | 1 | 5 | |
| Shamokin, Sunbury and Lewisburg, | 31.10 | | | 31.10 | 31.10 | 38 37 | 31 10 | 7.27 | | | 20 | 6.896 | | | 3 | |
| Sharon, | 9.00 | 9 00 | | 18.00 | 18.00 | 19.00 | 7.00 | 12.00 | 9.00 | 9.00 | 6 | 420 | | | | |
| Sharpsville, | 17.00 | 5.06 | | 22.06 | 22.06 | 22 06 | | 22 06 | | | 8 | 400 | 15 | 1 | 2 | |
| Slate Ridge and Delta, | 1.00 | | | 1.00 | 1.00 | 1.00 | | | | | | | | | | |
| Somerset and Cambria, | 45.10 | | | 45.10 | 45.10 | 48.30 | 38.00 | 10.30 | | | 59 | 2,319 | 7 | | 3 | |
| South Mountain, | 17.78 | | | 17.78 | 17.78 | 19.78 | .68 | 19.10 | 11.00 | 11.00 | 6 | 300 | 5 | 2 | 3 | |
| Southern Pennsylvania, | 21.00 | 2 00 | | 23.00 | 23.00 | 23.00 | | 23 00 | | | 5 | 1,882 | 15 | 1 | 2 | |
| South-West Pennsylvania, | 44.10 | 30.67 | | 74.77 | 74.77 | 99.63 | 72.14 | 27 49 | 73.40 | 88.90 | 95 | 6,181 | 46 | 4 | 7 | |
| State Line and Sullivan, | 24.00 | | | 24.00 | 24.00 | 25.00 | .25 | 24.75 | 24.00 | 24 00 | 12 | 855 | 7 | 1 | 3 | |
| Stony Creek, | 10.30 | .85 | | 11.15 | 11.15 | 13.08 | .70 | 12.38 | | | 10 | 350 | 8 | 1 | 1 | |

[1] No road in operation. [2] Including "leased" and "operated" roads. [3] Including 83.70 miles of "operated" roads. [4] "Operated, leased, and controlled roads." [5] Does not report any road in operation. [6] Ten miles graded; none in operation.

## TABLE D.—CHARACTERISTICS OF ROAD—Continued.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length in miles of leased roads. | Total number of miles operated. | Total number of miles operated in Penn'a. | Aggregate length of all tracks in Penn'a. | Miles of steel rail on lines owned. | Miles of iron rail on lines owned. | Length of telegraph lines in Penn'a. | Number of miles of telegraph wire in Penn'a. | Number of bridges and trestles on lines owned. | Aggregate length of bridges and trestles in feet. | Number of stations in Pa. | Number of engine-houses and shops in Penn'a. | Number of wood and water stations in Penn'a | Number of tunnels in Pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sunbury and Lewistown, | 43 31 | . . . . . | . . . . | 43.31 | 43.31 | 47.16 | 28.49 | 18.67 | 49.00 | 49.00 | 32 | 6 030 | 15 | 1 | 5 | . . . |
| Sunbury, Hazleton and Wilkes-Barre, | 43.44 | . . | . . . | 43.44 | 43.44 | 50.95 | 43.28 | 7.67 | 44 40 | 64.02 | 29 | 4 433 | 15 | . . | 4 | . . . |
| Susquehanna and Clearfield, | 22.73 | | . . . | | | 23.20 | 23.20 | . . . . | . . . | . . . . | 15 | 510 | . . . | . . . | 3 | . . . |
| Susquehanna and Delaware River, | 107.00 | 20.00 | . . . . | [1] | . . | . . | . . . | . . . . | . . . . | . . . . | . . . . | . . . . | . . . | . . . | . . . | . . . |
| Selinsgrove and North Branch, | 7.00 | 30.00 | . . . . | [1] | . . | . . . . | . . . . | . . . . | . . . . | . . . . | . . . . | . . . . | . . . | . . . | . . . | . . . |
| Sinnemahoning and Sheffield, | 65.00 | . . . . | | [1] | | | | | | | | | | | | |
| Shamokin, Sunbury and Lewisburg, | 31.10 | | | 31.10 | 31 10 | 38 37 | 31.10 | 7.27 | . . . . | . . . . | 20 | 6 896 | . . | . . | 3 | . . . |
| Tioga, | 44.00 | 4.00 | 18.60 | 66 60 | 60.00 | 81.55 | 30.82 | 57.33 | . . . . | . . . . | 103 | 7,546 | 18 | 4 | 8 | . . . |
| Treskow, | 7.50 | | | 7.50 | 7.50 | | | | | | | | | | | |
| Tyrone and Clearfield, | 44.04 | 26.26 | . . | 70.30 | 70.30 | 90 09 | 68.96 | 21.13 | 49.74 | 55.44 | 48 | 2,692 | . . . | . . | . . | . . . |
| Warren and Farnesworth Valley, | 10.05 | 5.21 | | 15 26 | 15 26 | 16.54 | . . | 16 54 | 10.16 | 10.16 | 6 | 634 | 4 | 1 | 2 | . . . |
| Waynesburg and Washington, | 28.30 | | | 28 30 | 28 30 | 29.60 | | 28.30 | . . . | . . | 40 | 4.077 | 7 | 1 | 4 | . . . |
| Western Maryland, | 90.00 | | 33 60 | 123.60 | 31.07 | 31.07 | 53 00 | 37.00 | | | 117 | 6 519 | 12 | 1 | 1 | . . . |
| Western Pennsylvania, | 75.57 | 21.05 | | 96.62 | 96.62 | 134 79 | 93.74 | 41.05 | 97.07 | 121.47 | 39 | 6 747 | 64 | 8 | 16 | 3 |
| Wheeling, Pittsburgh and Baltimore, | 32 00 | | . . | 32 00 | 17.03 | 17.00 | | | . | . . . | . . | . . . | . . | . . . | . . . | . . . |
| Williamsport and North Branch, | 40.00 | | . . . | 7.00 | 7.00 | 7.00 | .50 | 6 50 | . | . . | 3 | 120 | 3 | 1 | . . . | . . . |
| Wilmington and Northern, | 63.60 | 23.44 | . . . | 87 04 | 64 40 | | 38.89 | 65.78 | 66.20 | 66.20 | 33 | 9,002 | 18 | 4 | 10 | . |
| Wind Gap and Delaware, | 17.00 | 5.00 | . . . | 6.25 | 6.25 | 6 25 | | | | | . . . | . . | 5 | 1 | . . . | |
| York and Peach Bottom, | 40 00 | . . | . . . | 40.00 | 40.00 | 42 70 | 10.90 | 31.80 | . | . | 52 | 4, 360 | 34 | 2 | 6 | . |
| Youghiogheny Northern, | 2.00 | | | 2.00 | | 2.00 | 2.00 | | | | 3 | | . . | | . . | . |
| Total, | 9 774.24 | 1,959 81 | 5,811.65 | 17,501.20 | 10,056.49 | 15 630.75 | 11 731.06 | 4,679.10 | 3,934.77 | 10,539 23 | 6,752 | 718,961 | 3 694 | 392 | 1,156 | 64 |

[1] No road in operation.

## TABLE E.-EQUIPMENT.

| NAME OF COMPANY. | Number of locomotives. | Number of first-class passenger cars. | Number of second-class passenger cars. | Total number of passenger cars. | Number of baggage, mail, and express cars. | Number of postal cars. | Number of freight cars, eight wheels. | Number of freight cars, four wheels. | Total number of freight cars. |
|---|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | 5 | 2 | 4 | 6 | 2 | | 40 | | 40 |
| Allegheny Valley, | 69 | 29 | 10 | 39 | 8 | | 2,090 | | 2,090 |
| Bangor and Portland, | 3 | 2 | | 2 | 2 | | 15 | | 15 |
| Barclay, | 6 | 2 | | 2 | 1 | | | 4 | 4 |
| Baltimore and Philadelphia, | 4 | 3 | | 3 | 2 | | 29 | | 29 |
| Bell's Gap, | 4 | | | | | | 5 | | 5 |
| Bradford, Bordell and Kinzua, | 5 | 5 | | 5 | 2 | | 85 | | 85 |
| Bradford, Bordell and Smethport, | 1 | 2 | | 2 | | | | | |
| Bradford, Eldred and Cuba, | 6 | 6 | 3 | 9 | 3 | | 120 | | 120 |
| Buffalo, New York and Philadelphia, | 120 | 91 | | 91 | 40 | | 6,153 | | 6,153 |
| Catasauqua and Fogelsville, | 6 | | 3 | 3 | 1 | | 2 | | 2 |
| Cornwall, | 5 | 2 | | 2 | 1 | | 14 | 159 | 173 |
| Cumberland Valley, | 24 | 25 | | 25 | 11 | | 432 | 17 | 449 |
| Delaware and Hudson, | 50 | 7 | | 7 | 7 | | 4,177 | | 4,177 |
| Delaware, Lackawanna and Western, | 201 | 20 | 33 | 53 | 30 | | 5,802 | 16,639 | 22,441 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 12 | 6 | 2 | 8 | 2 | | 88 | 2 | 90 |
| East Broad Top, | 7 | 2 | | 2 | 2 | | 212 | 30 | 242 |
| Edgewood, | 1 | | | | | | | | |
| Evergreen, | 2 | 1 | 1 | 2 | | | 1 | | 1 |
| Fall Brook Coal Company, | 45 | 12 | 5 | 17 | | 6 | 1,263 | 824 | 2,087 |
| Greenlick Narrow Gauge, | 1 | 1 | 1 | 2 | | | | 17 | 17 |
| Hanover Junction, Hanover and Gettysburg, | 10 | 11 | 3 | 14 | 2 | | 92 | 25 | 117 |
| Harrisburg and Potomac, | 3 | 3 | 2 | 5 | 1 | | 23 | | 23 |
| Huntingdon and Broad Top Mountain, | 18 | 4 | 1 | 5 | 2 | | 274 | 22 | 296 |
| Ironton, | 2 | | | | | | 1 | | 1 |
| Lake Shore and Michigan Southern, | 553 | 122 | 64 | 186 | 75 | 32 | 15,619 | 600 | 16,219 |
| Lehigh Valley, | 313 | | | 102 | 49 | | | | |
| Ligonier Valley, | 2 | 2 | | 2 | 1 | | 2 | | 2 |
| Monongahela Inclined Plane, | | 2 | | 2 | | | | 2 | 2 |

TABLE E.—EQUIPMENT—Continued.

| NAME OF COMPANY. | Number of locomotives. | Number of first-class passenger cars. | Number of second-class passenger cars. | Total number of passenger cars. | Number of baggage, mail, and express cars. | Number of postal cars. | Number of freight cars, eight wheels. | Number of freight cars, four wheels. | Total number of freight cars. |
|---|---|---|---|---|---|---|---|---|---|
| Mont Alto, | 2 | 2 | 1 | 3 | | | | 4 | 4 |
| Montrose, | 2 | 1 | 1 | 2 | | | 22 | | 22 |
| New Castle, | 2 | | | | | | 75 | | 75 |
| New York, Chicago and St. Louis, | 108 | 24 | 10 | 34 | 14 | | 6,690 | | 6,690 |
| New York, Lake Erie and Western, | 798 | 272 | 130 | 402 | 158 | | 37,068 | 663 | 37,731 |
| New York, Pennsylvania and Ohio, | 109 | 59 | 43 | 102 | 42 | 3 | 7,544 | | 7,544 |
| Northern Central, | 152 | 68 | 1 | 69 | 39 | 3 | 5,249 | | 5,249 |
| North Pennsylvania, | 58 | 63 | | 63 | 32 | | 615 | 528 | 1,143 |
| Pennsylvania, | 1,146 | 656 | 169 | 825 | 184 | 29 | 23,635 | 1,456 | 25,091 |
| Pennsylvania and New York, | 75 | | | | | | | | 1,006 |
| Pennsylvania Coal, | 3 | 11 | | 11 | 4 | | 60 | 3,200 | 3,260 |
| Pennsylvania Company, | 36 | | 12 | 12 | 1 | | 9,765 | | 9,765 |
| Perkiomen, | 1 | | 8 | 8 | | | | 6 | 6 |
| Philadelphia and Reading, | 907 | 722 | 80 | 802 | 120 | 1 | [1]21,114 | [2]32,506 | [3]54,368 |
| Philadelphia, Wilmington and Baltimore, | 103 | 150 | | 150 | 51 | | 1,443 | 5 | 1,448 |
| Pittsburgh and Castle Shannon, | 5 | 4 | 3 | 7 | 1 | | 22 | 420 | 442 |
| Pittsburgh and Connellsville, | 15 | 16 | 2 | 18 | 3 | | 164 | 29 | 193 |
| Pittsburgh and Lake Erie, | 30 | 18 | 7 | 25 | 5 | | 1,447 | | 1,447 |
| Pittsburgh and Western, | 34 | 33 | | 33 | 14 | | 819 | | 819 |
| Pittsburgh, Cincinnati and St. Louis, | 121 | 50 | 9 | 59 | 24 | 4 | 4,471 | | 4,471 |
| Pittsburgh, Fort Wayne and Chicago, | 288 | | 152 | 152 | 59 | 5 | 7,761 | 56 | 7,817 |
| Pittsburgh Southern, | 4 | 3 | 1 | 4 | 3 | | 48 | 10 | 58 |
| Reading and Columbia, | 11 | 6 | | 6 | 1 | | 31 | | 31 |
| Rew City and Eldred, | | 1 | | 1 | 1 | | | | |
| Rochester and Pittsburgh, | 48 | | 22 | 22 | 6 | | | 1,986 | 1,986 |
| Sharpsville, | 1 | | 1 | 1 | | | | | |
| Somerset and Cambria, | 3 | | 1 | 1 | | | 12 | | 12 |
| South Mountain, | 1 | | 1 | 1 | 1 | | | | |
| | 3 | 1 | 1 | 2 | 1 | | 10 | 1 | 11 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| State Line and Sullivan, | 3 | 2 | . . . | 2 | 2 | 10 | . . . | . . . | . . | . . | . . | . . |
| Tioga, | 18 | 5 | 3 | 8 | 3 | . . . | 133 | 866 | . . | . . | . . | 999 |
| Warren and Farnesworth Valley, | 3 | 2 | 1 | 3 | . . . | . . . | 36 | . . . | . . | . . | . . | 36 |
| Waynesburg and Washington, | 3 | 2 | 1 | 3 | . . . | . . . | 23 | . . . | . . | . . | . . | 23 |
| Western Maryland, | 25 | 34 | . . . | 34 | 10 | 1 | 451 | 3 | . . | . . | . . | 454 |
| Williamsport and North Branch, | 2 | 2 | 1 | 3 | . . . | 1 | . . . | . . . | . . | . . | . . | . . |
| Wilmington and Northern, | 17 | 8 | 2 | 10 | 7 | . . . | 131 | 6 | . . | . . | . . | 137 |
| Total, | 5,615 | 2,577 | 795 | 3,474 | 957 | 94 | 165,378 | 59,076 | | | | 226,219 |

[1] Includes 10,197 coal cars.

[2] Includes 31,696 coal cars.

[3] Includes 1 16-wheel, and 747 6-wheel cars.

## TABLE F.—TRAINS AND PERSONS EMPLOYED.

| NAME OF COMPANY. | Average number of cars in passenger trains. | Average number of cars in freight trains. | Average weight in tons of passenger trains. | Average weight in tons of freight trains. | Average number of persons employed, including officials. | Average number of persons employed in Pennsylvania, including officials. |
|---|---|---|---|---|---|---|
| Addison and Northern, | 3 | 6 | 65 | 175 | 135 | . . . . . |
| Allegheny Valley, | 3 20 | 28.10 | 125 | 562 | 1,670 | 1,670 |
| Bangor and Portland, | 2 | 15 | . . . . | . . . . | 52 | 52 |
| Barclay, | 3 | 25 | 85 | 782 | 70 | 70 |
| Baltimore and Philadelphia, | 2 | 6 | . . . . | . . . . | 51 | 7 |
| Bell's Gap, | 2 | 12 | 80 | 240 | 90 | 90 |
| Berlin, | 2 | . . . . . | 45 | . . . . . | . . . . . | . . . . . |
| Berlin Branch, | . . . . . | 4 | . . . . . | . . . . . | . . . . . | 8 |
| Bradford, Bordell and Kinzua, | 3 | 7 | 47 | 58 | 116 | 116 |
| Bradford, Eldred and Cuba, | 3 | 7 | 47 | 58 | 112 | 9 |
| Buffalo, New York, and Philadelphia, | 4 | 35 | . . . . . | . . . . . | 2,580 | . . . . . |
| Catasauqua and Fogelsville, | 16 | 60 | 315 | 485 | 65 | 65 |
| Cleveland and Pittsburgh, | 4.62 | 18.25 | 138 | 218 | 1,733 | 143 |
| Cumberland Valley, | 3.40 | 19.10 | 120 | 314 | 571 | 512 |
| Delaware, Lackawanna and Western, | 4 | 25—30 | 135 | 450 | 2,710 | 2,710 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 3 | 25 | 60 | 240 | 371 | 199 |
| East Broad Top, | 2 | 18 | 42 | 140 | 114 | 114 |
| Edgewood, | . . . . . | 10—14 | . . . . . | 250 | . . . . | . . . |
| Elmira and Williamsport, | 3.651 | 17.782 | 122 | 490 | 493 | 356 |
| Erie and Pittsburgh, | 4 | 18 | 135 | 242 | 725 | 725 |
| Evergreen, | 1 | . . . . . | 14 | . . . . . | 9 | 9 |
| Fall Brook Coal, | 2 | 35 | 75 | 470 | 560 | 118 |
| Greenlick Narrow Gauge, | . . . . | 12 | . . . . . | 70 | 7 | 7 |
| Hanover Junction, Hanover and Gettysburg, | 3 | 15 | 100 | 450 | 95 | 95 |
| Harrisburg and Potomac, | 2 | 30 | . . . . . | . . . . . | 90 | 90 |
| Huntingdon and Broad Top Mountain, | 2.50 | 28 | 100 | 670 | 230 | 230 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Ironton, | | 30 | | 180 | 14 | 14 |
| Junction, | 6 | 20 | 211 | 341 | | 40 |
| Lake Shore and Michigan Southern, | 6 | 40 | 198 | 609 | 11,607 | 720 |
| Lehigh and Lackawanna, | 2 | 15 | 60 | 150 | | |
| Lehigh Valley, | | | | | 6,000 | 4,800 |
| Ligonier Valley, | | 17 | | | 25 | 25 |
| Little Saw-Mill Run, | | 35 | | 180 | 47 | 47 |
| Little Schuylkill Navigation, | | | | | 2 | |
| Lykens Valley, | 2 | 14.33 | 42 | 403 | 62 | 62 |
| Meadville, | 2 | 7 | 95 | 132 | 35 | 35 |
| Monongahela Inclined Plane, | | | | | 11 | 11 |
| Mont Alto, | 2.50 | 10.50 | | | 35 | 35 |
| Montrose, | [1]3 | | 45 | | 25 | 25 |
| Mount Oliver Incline, | | | | | 8 | 8 |
| New Castle, | | | | | 8 | 8 |
| New Castle and Beaver Valley, | 4 | 22 | 135 | 282 | 175 | 175 |
| New York, Chicago and St. Louis, | 3.16 | 27.57 | 130 | 343 | 2,178 | 86 |
| New York, Pennsylvania and Ohio, | 4 50 | 16 | 146 | 209 | 4,660 | 1,236 |
| Northern Central, | 4.50 | 30.20 | 129 | 800 | 2,488 | 825 |
| New York, Lake Erie and Western Coal, | 3 | 20 | 85 | 650 | 59 | 59 |
| Oil City and Ridgway, | | | | | 30 | 30 |
| Pennsylvania, | 4.945 | 23.966 | $175\frac{1400}{2000}$ | $314\frac{1350}{2000}$ | 44,000 | 21,900 |
| Pennsylvania and New York, | 5 | 40 | 118 | 706 | 1,500 | 1,400 |
| Pennsylvania Coal, | 3 | 3 | | | 4,000 | 4,000 |
| People's, | | | | | 12 | |
| Perkiomen, | 2 | 70 | 68 | 345 | 177 | 177 |
| Philadelphia and Erie, | 4.418 | 35.775 | 127 | 939 | 4,250 | 4,250 |
| Philadelphia and Reading, | 4 | [2]19 | 141 | [3]335 | 19,359 | [4]14,431 |
| Philadelphia and Trenton, | 6 | 37 | 162 | 894 | 2,100 | |
| Philadelphia, Newtown and New York, | 3 | 20 | | | 60 | 60 |
| Philadelphia, Wilmington and Baltimore, | 4.60 | 16.30 | 173 | 391 | 4,100 | |
| Pittsburgh and Castle Shannon, | 3 | 40 | 30 | 90 | 240 | |
| Pittsburgh and Connellsville, | 4 | 40 | 114 | 950 | 2,912 | 2,900 |
| Pittsburgh and Lake Erie, | 3.60 | 22.80 | 144.40 | 555 | 1,449 | 1,259 |
| Pittsburgh and Western, | 3 | 15 | | | 937 | 937 |
| Pittsburgh, Cincinnati and St. Louis, | 6.76 | 18.43 | 203 | 244 | 2,982 | 799 |
| Pittsburgh, Fort Wayne and Chicago, | 6 | 23 | 175 | 292 | 7,254 | 2,121 |
| Pittsburgh Southern, | 3 | 10 | | | | |
| Reading and Columbia, | 3 | 26 | 100 | 600 | | 300 |
| Rochester and Pittsburgh, | 3 | 25 | | | 1,000 | |

[1] Mixed trains. [2] Average number in coal trains, 38. [3] Average weight of coal trains, 740 tons of 2,240 pounds. [4] Includes persons partly out of the State.

TABLE F.—TRAINS AND PERSONS EMPLOYED—Continued.

| NAME OF COMPANY. | Average number of cars in passenger trains. | Average number of cars in freight trains. | Average weight in tons of passenger trains. | Average weight in tons of freight trains. | Average number of persons employed, including officials. | Average number of persons employed in Pennsylvania, including officials. |
|---|---|---|---|---|---|---|
| Salisbury, | 1 | 15 | 44 | 380 | 15 | 15 |
| Somerset and Cambria, | 3 | 20 | 100 | 301 | 108 | 108 |
| South Mountain, | .... | ... | ..... | ..... | 34 | 34 |
| State Line and Sullivan, | ... | [1]45 | ..... | [1]390 | 40 | 40 |
| Stony Creek, | 2.50 | 70 | 75 | 350 | 52 | 52 |
| Tioga, | 2.50 | 35 | 70 | 365 | 375 | 375 |
| Warren and Farnesworth Valley, | 2 | 4 | 52.40 | 74.30 | 25 | 25 |
| Waynesburg and Washington, | 3 | 5 | 38 | 65 | 60 | 60 |
| Western Maryland, | 5 | 15 | 190 | 390 | 550 | ..... |
| Wheeling, Pittsburgh and Baltimore, | 3 | 20 | 100 | ..... | ..... | ..... |
| Williamsport and North Branch, | [1]5 | ... | 100 | ..... | ..... | ..... |
| Wilmington and Northern, | 2 | 27 | 72 | 621 | 348 | 272 |
| Total, | .... | ..... | ..... | ..... | 138,057 | 71,151 |

[1] Mixed trains.

## TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

| NAME OF COMPANY. | Number of miles run by passenger trains. | Number of miles run by freight trains. | Number of miles run by coal trains. | Total number of miles run. | Rate of speed of ordinary passenger trains. | Rate of speed of express trains. | Rate of speed of freight trains. |
|---|---|---|---|---|---|---|---|
| Addison and Northern, | 48,568 | 56,500 | . . . . . | 105,068 | 14 | 14 | 10 |
| Allegheny Valley, | 551,113 | 1,005,804 | . | 1,556,917 | 25 | 30 | 12 |
| Bangor and Portland, | 31,300 | . . . . . | [1]18,600 | 49,900 | 20 | . . . . . | 15 |
| Barclay, | 17,980 | . . | 51,400 | 69,380 | 16.5 | . . . . . | 12 |
| Baltimore and Philadelphia, | 11,075 | 18,720 | . . . . . | 29,795 | 18 | . . . . | 12 |
| Bell's Gap, | 31,945 | 58,223 | . . . . | 90,168 | 15 | 15 | 10 |
| Berlin, | 11,159 | 17,299 | 504 | 28,962 | 20 | . . . . . | 12 |
| Berlin Branch. | [2]4,382 | . . . | . . . . . | 4,382 | 16 | . . . . . | . . . . . |
| Bradford, Bordell and Kinzua, | 74,651 | 27,703 | . . . . . | 102,354 | 14 | . . . . . | 8 |
| Bradford, Eldred and Cuba, | 96,717 | 37,177 | . . . . . | 133,894 | 14 | . . . . | 8 |
| Buffalo, New York and Philadelphia, | 954,544 | 1,151,441 | . . . | 2,105,985 | 20 | 25 | 12 |
| Catasauqua and Fogelsville, | [2]23,788 | . . . | 50,080 | 73,868 | 15 | . . . . . | 12 |
| Chartiers. | 53,503 | 29,235 | 11,233 | 93,971 | 20 | 24 | 10 |
| Cleveland and Pittsburgh, | 594,098 | [3]1,726,158 | . . . . . | 2,320,256 | 20 | 30 | 12 |
| Corning, Cowanesque and Antrim, | 69,940 | [3]169,620 | . . . . . | 239,560 | 15 | 23 | 12 |
| Cornwall, | 12,970 | 32,470 | . . . . . | 45,440 | 15 | . . . . . | 16 |
| Cumberland Valley, | 279,749 | 260,222 | . . . | 539,971 | 24 | 30 | 12 |
| Delaware and Hudson, | 82,660 | 92,648 | 1,195,543 | 1,370,851 | 18 | 25 | 12 |
| Delaware, Lackawanna and Western, | 730,058 | 1,218,933 | 4,236,560 | 6,185,551 | 20 | 27 | 10 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 123,706 | 211,924 | . . . . . | 335,630 | 20 | 20 | 10 |
| East Broad Top, | 23,462 | [3]45,950 | . . . . . | 69,412 | 14.2 | . . . . . | 12 |
| Elmira and Williamsport, | 149,334 | [3]693,284 | . . . | 842,618 | 26 | 28 to 30 | 15 |
| Erie and Pittsburgh, | 162,099 | 247,458 | 170,385 | 579,942 | 25 | 25 | 12 |
| Greenlick Narrow Gauge, | . . . . | [2]1,700 | . . . . . | 1,700 | . . . . . | . . . . . | . . . . . |

[1] Coal and freight. [2] Mixed trains. [3] Includes coal trains.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continued.

| NAME OF COMPANY. | Number of miles run by passenger trains. | Number of miles run by freight trains. | Number of miles run by coal trains. | Total number of miles run. | Rate of speed of ordinary passenger trains. | Rate of speed of express trains. | Rate of speed of freight trains. |
|---|---|---|---|---|---|---|---|
| Hanover Junction, Hanover and Gettysburg, | 91,104 | 72,292 | . . . . . | 163,396 | 22 | 25 | 10 |
| Harrisburg and Potomac, | 30,016 | 20,145 | . . . | 50,161 | 30 | . . . . . | 15 |
| Huntingdon and Broad Top Mountain, | 57,760 | 27,604 | 189,871 | 275,235 | 22.5 | 22.5 | 12 |
| Ironton, | . . . . . | 10,230 | . . . . . | 10,230 | . . . . . | . . . . . | 6 |
| Jersey Shore, Pine Creek and Buffalo, | . . . . . | . . . . . | . . . . . | . . . . . | 15 | 23 | 12 |
| Junction, | 60,000 | [1]65,700 | . . . . . | 125,700 | 25 | 25 | 8 |
| Keystone Coal Company, | . . . . . | . . . . . | . . . . . | . . . . . | . . . . . | . . . . . | 6 to 8 |
| Lake Shore and Michigan Southern, | 3,403,224 | [1]7,176,597 | . . . . . | 10,579,821 | 25 | 32 | 15 |
| Lawrence, | 33,830 | 66,205 | 68,459 | 168,494 | 25 | 25 | 12 |
| Lehigh and Lackawanna, | 38,877 | 22,449 | . . . . | 61,326 | 20.5 | . . . . . | 8.2 |
| Lehigh Valley, | 1,297,336 | 1,669,682 | 2,961,729 | 5,928,747 | 20 to 25 | 30 to 35 | 10 |
| Ligonier Valley, | . . . . . | [2]22,000 | . . . . | 22,000 | 10 to 20 | . . . . . | 6 to 10 |
| Little Saw-Mill Run, | 3,600 | . . . . . | 17,000 | 20,600 | . . . . . | . . . . . | . . . . . |
| Lykens Valley, | 3,193 | . . . . | [3]39,295 | 42,488 | 18 | . . . . . | 10 |
| Meadville, | 31,517 | 13,386 | 4,445 | 49,343 | 22 | 22 | 15 |
| Mont Alto, | 70,068 | [1]94,209 | . . . . . | 164,277 | 22.6 | 22.6 | 12 |
| Montrose, | . . . . . | [2]35,000 | . . . . . | 35,000 | . . . . . | . . . . . | . . . . . |
| Mount Oliver Incline, | 40,000 | . . . . . | . . . . . | 40,000 | 6.5 | . . . . . | . . . . |
| New Castle and Beaver Valley, | 38,506 | 92,001 | [4]76,119 | 206,626 | 25 | 25 | 12 |
| New York, Chicago and St. Louis, | 469,849 | [1]1,465,355 | . . . . . | 1,935,204 | 28 | . . | 15 |
| New York, Lake Erie and Western, | 4,349,744 | 10,940,038 | . . . . . | 15,289,782 | 20 to 22 | 26 to 35 | 10 |
| New York, Pennsylvania and Ohio, | 728,210 | 2,896,861 | . . . . . | 3,625,071 | 20 | 30 | 12 |
| North-East Pennsylvania, | 29,932 | [2]6,179 | . . . . . | 36,111 | 19.8 | . . . . . | 9.9 |
| Northern Central, | 600,207 | [1]1,063,141 | . . . . | 1,663,348 | 25 | 28 | 10 |
| New York, Lake Erie and Western Coal, | 12,520 | 12,915 | 56,340 | 81,775 | 20 | . . . . . | 12 |
| Pennsylvania, | 5,309,990 | [1]15,625,478 | . . . . | 20,935,468 | 25 | 36 | 12 |
| Pennsylvania and New York, | 357,092 | 259,206 | 336,085 | 952,383 | 24 | 30 | 10 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Pennsylvania Coal, | 41,316 | 20,653 | 25,000 | 86,969 | 15 | | 10 |
| Perkiomen, | 116,917 | [1]155,369 | | 272,286 | 22 | | 15 |
| Philadelphia and Erie. | 499,786 | [1]1,344,552 | | 1,844,338 | 23 | | 10 |
| Philadelphia and Reading, | 4,497,269 | 3,219,438 | 4,632,779 | 12,349,486 | 22 | 42 | 9 and 14 |
| Philadelphia and Trenton, | 571,688 | 1,164,673 | 405,648 | 2,142,009 | 35 | 46 | 18 |
| Philadelphia, Newtown and New York, | 98,820 | 12,811 | | 111,631 | 20 | 20 | 10 |
| Philadelphia, Wilmington and Baltimore, | 1,341,120 | [1]1,332,204 | | 2,673,324 | 20 | 42¾,39, and 34 | 18 and 8 |
| Pittsburgh and Castle Shannon, | 40,000 | | 32,000 | 72,000 | 12 | | 12 |
| Pittsburgh and Connellsville, | 535,856 | 1,214,487 | [1]480,656 | 2,230,999 | 20 | 28 | 12 |
| Pittsburgh and Lake Erie, | 258,799 | [1]428,683 | | 687,482 | 22 | 28 | 10 |
| Pittsburgh and Western, | 198,823 | 237,552 | | 436,375 | 25 | 20 | 12 |
| Pittsburgh, Cincinnati and St. Louis, | 1,015,052 | 2,620,637 | 51,964 | 3,687,653 | 22 | 30 | 12 |
| Pittsburgh, Fort Wayne and Chicago, | 2,062,798 | 5,202,559 | [5]2,450,276 | 9,715,633 | 20 | 30 | 15 |
| Pittsburgh Southern, | 27,165 | 53,445 | [2]64,357 | 144,967 | 17 | | 12 |
| Reading and Columbia, | 146,864 | [1]225,013 | | 371,877 | 20 | | 13 |
| Rochester and Pittsburgh, | 189,326 | [1]183,661 | | 372,987 | 24 | 24 | 9 |
| Salisbury, | | 28,998 | | 28,998 | 20 | | 12 |
| Shamokin Valley and Pottsville, | 32,192 | [1]88,009 | | 120,201 | 25 | | 12 |
| Somerset and Cambria, | 67,604 | 84,050 | [2]4,198 | 155,852 | | | |
| South Mountain. | 30,184 | [2]13,481 | | 43,665 | 18 | | 12 |
| State Line and Sullivan, | [2]45,000 | | | 45,000 | 12 | | |
| Stony Creek, | 41,900 | [1]12,895 | | 54,795 | 25 | | 13 |
| Tioga, | 77,176 | 81,432 | 196,222 | 354,730 | 25 | | 12 and 15 |
| Warren and Farnesworth Valley, | 19,826 | 6,608 | | 26,434 | 10 | | 9 |
| Waynesburg and Washington, | 36,206 | 23,258 | | 59,464 | 14 | | 10 |
| Western Maryland, | 449,573 | 350,524 | [6]43,440 | 843,537 | 20 | 30 | 12 |
| Wheeling, Pittsburgh and Baltimore, | 12,446 | 10,059 | [2]64,379 | 86,884 | | | |
| Williamsport and North Branch, | [2]11,268 | | | 11,268 | 16 | | |
| Wilmington and Northern, | | | | | 21 | 30 | 15 |
| York and Peach Bottom, | 34,104 | [7]23,968 | | 58,072 | 15 | | 10 |
| Total, | 33,694,454 | 66,898,161 | 15,484,291 | 116,525,377 | | | |

[1] Includes coal trains. [2] Mixed trains. [3] Includes freight. [4] Reported as "freight switching and construction." [5] Reported as "freight and passenger shifting and construction." [6] Reported as ballast trains. [7] Reported as "freight and passenger mixed."

## TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE.

| NAME OF COMPANY. | Number of through passengers. | Number of local passengers. | Total number of passengers. | Number of miles traveled. | Number of passengers carried one mile in Penn'a. | Rate of fare for first-class through passengers. | Rate of fare for second-class through passengers. | Rate of fare for first-class local passengers. | Rate of fare for second-class local passengers. |
|---|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | | | | | | 3 | 3 | 3 | 3 |
| Allegheny Valley, | 22,824 | 1,054,125 | 1,076,949 | 19,165,424 | | 2.231 | | 2.851 | |
| Baltimore and Cumberland Valley, | | 62,205 | 62,205 | 251,917 | | 1.74 | | 1.74 | |
| Baltimore and Cumberland Valley Extension, | | 72,957 | 72,957 | 1,031,150 | | | | 1.82 | |
| Bangor and Portland, | | | | | | 3 | 3 | | |
| Barclay, | 6,888 | 8,495 | 15,382 | | | 3.11 | | 3.35 | |
| Baltimore and Philadelphia, | | 44,730 | 44,730 | 467,716 | | | | 2.44 | |
| Bell's Gap, | 2,738 | 37,939 | 40,677 | | | 4 | | 4 | |
| Berlin, | | | | | 39,106 | | | | |
| Berlin Branch, | 4,019 | | 4,019 | | | 2 to 4 | | 2 to 4 | |
| Bradford, Bordell and Kinzua, | | | | | 1,119,336 | 5, 3, & 2 | | | |
| Bradford, Eldred and Cuba, | | | | | 137,251 | | | | |
| Buffalo, New York and Philadelphia, | 18,715 | 1,143,648 | 1,162,363 | 27,011,589 | | 2½ & 3½ | | 3 & 4 | |
| Catasauqua and Fogelsville, | 591 | 17,956 | 18,547 | 93,198 | | 3 | | 3½ | |
| Chartiers, | | 206,569 | 206,569 | 2,280,828 | 2,280,828 | | | 3 | |
| Cleveland and Pittsburgh, | 44,605 | 1,124,525 | 1,169,130 | 24,354,233 | | 2.34 | | 2.45 | |
| Cornwall, | 59,031 | 2,181 | 61,212 | 478,791 | | 1½ & 2 | | 2½ | |
| Cumberland Valley, | 22,724 | 525,988 | 548,712 | | 11,154,814 | 3 | | 3 | |
| Delaware and Hudson, | 1,699 | 270,640 | 272,339 | 2,750,062 | | 3¼ | | 3 & 4 | |
| Delaware, Lackawanna and Western, | 315,946 | 623,458 | 939,404 | 27,533,110 | | 2 | | 3 | |
| Dunkirk, Allegheny Valley and Pittsburgh, | 11,836 | 120,438 | 132,274 | 2,899,991 | | 1.95 | | 3 | |
| East Broad Top, | 36,973 | | 36,973 | 461,788 | 461,788 | 3½ | | 3½ | |
| Elmira and Williamsport, | 46,652 | 176,332 | 222,984 | 6,175,554 | | 2.601 | | | |
| Erie and Pittsburgh, | 5,787 | 216,475 | 221,262 | 4,456,491 | | 2½ | | 3 | |
| Greenlick Narrow Gauge, | | | | | | 3 | | | 3 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Hanover Junction, Hanover and Gettysburg, | 28,385 | 27,121 | 55,506 | 921,075 | | 2½ | | 3¼ | |
| Harrisburg and Potomac, | 17,311 | | 17,311 | | | 3 | | 3 | |
| Huntingdon and Broad Top Mountain, | 6,806 | 88,916 | 95,722 | 1,446,797 | | 3 | | 3 | |
| Lake Shore and Michigan Southern, | 110,906 | 3,768,584 | 3,879,490 | 206,864,016 | 27,334,919 | 2.59 | 1.85 | 2½ & 3 | 2 |
| Lawrence, | | | 63,361 | 757,512 | | 2½ | | 3 | |
| Lehigh Valley, | 41,040 | 1,893,966 | 1,935,006 | | 31,801,917 | | | | |
| Ligonier Valley, | 15,768 | 25,196 | 40,964 | 274,180 | | 5 | | 5 | 5 |
| Little Saw-Mill Run, | 14,426 | | 14,426 | 41,308 | 41,308 | 3 | | 3 | |
| Lykens Valley, | 936 | 26,602 | 27,538 | 290,903 | | | | 3.204 | |
| Meadville, | | | 61,943 | 751,985 | 751,985 | 2½ | | 3 | |
| Monongahela Inclined Plane, | 793,045 | | 793,045 | | | | | | |
| Mont Alto, | | | 66,537 | 70,068 | 1,064,592 | 1¼ | | 1¼ | |
| Montrose, | | | 14,974 | | 234,919 | 3⅝ | | | |
| Mount Oliver Incline, | | | 68,416 | | | | | | |
| New Castle and Beaver Valley, | 159,681 | | 159,681 | 1,597,299 | | 2½ | | 3 | |
| New York, Chicago and St. Louis, | 9,549 | 413,458 | 423,007 | 11,658,787 | 980,503 | 1.34 | | 2.07 | |
| New York, Lake Erie and Western, | 155,764 | 6,778,960 | 6,934,724 | 247,147,117 | | 1.86 | 1.50 | 2.11 | 1 61 |
| New York, Pennsylvania and Ohio, | 114,246 | 691,593 | 805,839 | 33,414,061 | | 2½ to 3 | | 3½ | |
| North-East Pennsylvania, | | | 93,489 | 635,632 | | | 2.90 | | |
| Northern Central, | 2,103,708 | | 2,103,708 | 24,157,960 | | | | 2.504 | |
| New York, Lake Erie and Western Coal, | 1,010 | 22,313 | 23,323 | 184,806 | 184,806 | 2.80 | | 2.23 | |
| Pennsylvania, | 229,272 | 10,468,202 | 10,697,474 | 244,710,876 | 243,523,841 | 2.28 | | 2.53 | 2.45 |
| Pennsylvania and New York Canal, | 48,016 | | 269,655 | | 9,011,380 | | | | |
| Pennsylvania Coal, | 7,521 | 17,636 | 25,157 | | | 3 | | 3 | |
| Perkiomen, | 2,823 | | 146,099 | | | 2.81 | | | |
| Philadelphia and Erie, | 2,767 | 1,042,287 | 1,045,054 | | | 2.60 | | 3.06 | |
| Philadelphia and Reading, | | | 18,195,264 | | | | *1.99 | | |
| Philadelphia and Trenton, | 1,399,234 | 1,788,549 | 3,187,783 | | | 2.30 | | 1.74 | |
| Philadelphia, Newtown and New York, | | | 252,242 | | | | | 3 | |
| Philadelphia, Wilmington and Baltimore, | 497,167 | 4,115,076 | 4,612,243 | 111,634,453 | | 2.59 | | 2.33 | |
| Pittsburgh and Castle Shannon, | | | 251,712 | | | 3⅓ | | | |
| Pittsburgh and Connellsville, | | | | | 18,891,318 | 2.50 | | 3.33 | |
| Pittsburgh and Lake Erie, | | | 554,534 | 9,750,756 | 8,475,604 | 3 | 2¼ | 3 | |
| Pittsburgh and Western, | | | | | 3,961,170 | | | | |
| Pittsburgh, Cincinnati and St. Louis, | 96,764 | 1,128,014 | 1,224,778 | 40,456,398 | | 2.30 | | 2.82 | 1 |
| Pittsburgh, Fort Wayne and Chicago, | 190,903 | 2,935,641 | 3,126,544 | 128,213,221 | | 2½ | 2 | 3 | |
| Pittsburgh Southern, | | | | | 527,731 | | | | |
| Reading and Columbia, | | | 310,363 | | 4,768,789 | *2.3 | | | |
| Salisbury, | | | | | 24,381 | | | | |
| Shamokin Valley and Pottsville, | 3,017 | 134,959 | 137,976 | 1,147,429 | 1,147,429 | 2.654 | | 2.654 | |
| Sharpsville, | | | | | | 3½ | | | |

*Average for all classes.

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

| NAME OF COMPANY. | Number of through passengers. | Number of local passengers. | Total number of passengers. | Number of miles traveled. | Number of passengers carried one mile in Pa. | Rate of fare for first-class through passengers. | Rate of fare for second-class through passengers. | Rate of fare for first-class local passengers. | Rate of fare for second-class local passengers. |
|---|---|---|---|---|---|---|---|---|---|
| Somerset and Cambria, | . . . . . | . . . . . | . . . . . | . . . . . | 1,303,949 | 2.50 | . . . . | 3 | . . |
| South Mountain, | . . | . . . . . | 49,790 | 546,308 | 546,308 | . . . . | . . . . | . . . . | . . . . |
| Stony Creek, | 29,000 | 57,499 | 86,499 | 558,925 | 558,925 | *2.773 | . . . . | . . . . | . . . . |
| Tioga, | 160,891 | . . . . . | . . . . . | 77,176 | 1,798,402 | 2 & 3 | . . . . | 3 | . . . . |
| Warren and Farnesworth Valley, | 15,630 | 3,541 | 19,171 | 238,202 | 238,202 | 5 | . . . . | 5 | . . . . |
| Waynesburg and Washington, | 9,622 | 23,520 | 33,142 | 562,142 | . . . . . | 3½ | . . . . | . . . . | . . . . |
| Western Maryland, | 619,845 | . . . . . | 019,845 | 14,769,311 | . . . . | 1.38 | . . . . | . . . . | . . . . |
| Wheeling, Pittsburgh and Baltimore, | . . | . . . . . | . . . . . | . . | 996,192 | . . . . | . . . . | . . . . | . . . . |
| Wilmington and Northern, | 240,580 | . . . . . | 240,580 | 2,791,822 | . . . . . | 2¾ | . . . . | 3 | . . . . |
| York and Peach Bottom, | 61,855 | . . . . . | 61,855 | 58,072 | . . . . . | 3 | . . . . | . . . . | . . . . |
| Total, | 7,787,476 | 41,290,476 | 69,264,565 | 1,195,140,379 | 373,261,691 | . . . . | . . . . | . . . . | . . . . |

*Average for all classes.

## TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS.

| NAME OF COMPANY. | Anthracite coal. | Bituminous coal and coke. | Petroleum and other oils. | Pig iron. | Railroad iron. | Other iron or castings. | Iron and other ores. |
|---|---|---|---|---|---|---|---|
| Addison and Northern, | | 8,000 | | | | | |
| Allegheny Valley, | 5,911 | 1,939,716 | 363,622 | 86,209 | 43,164 | | 152,295 |
| Bachman Valley, | 2,642 | | | | | | 14,010 |
| Baltimore and Cumberland Valley, | 4,886 | | | | | | |
| Baltimore and Cumberland Valley Extension, | | [1]4,407 | | | | | |
| Bangor and Portland, | 18,000 | | | | | | |
| Barclay, | | 371,124 | | | | | 500 |
| Baltimore and Philadelphia, | 3,258 | 15,171 | 176 | 1,897 | 309 | 7,187 | 449 |
| Bell's Gap, | | 129,175 | | | | | |
| Berlin, | | 28,505 | 27 | 2 | 5 | 36 | |
| Bradford, Bordell and Kinzua, | 100.80 | 124.80 | 228 | | | 1,593.60 | 4.80 |
| Bradford, Eldred and Cuba, | 60 | 1,005.60 | 276 | 14.40 | | 4,332 | 223 20 |
| Buffalo, New York and Philadelphia, | 159,064 | 1,208,729 | 169,916 | | | 17,900 | 20,241 |
| Catasauqua and Fogelsville, | 16,805 | 23,521 | | 24,528 | 300 | 456 | 208,959 |
| Chartiers, | | [1]376,749 | 1 | 208 | 125 | 4,236 | |
| Cleveland and Pittsburgh, | | 1,255,066 | 106,074 | 107,061 | 40,470 | 52,829 | 373,869 |
| Corning, Cowanesque and Antrim, | 228,079 | 795,020 | 159 | | 2,254 | 4,601 | |
| Cornwall, | 164,008 | | | 78,950 | | | 406,464 |
| Cumberland Valley, | 122,196 | 62,213 | 3,162 | 40,701 | 12,772 | 12,446 | 81,726 |
| Delaware and Hudson, | 3,493,284 | | 346 | 14,309 | 6,690 | 23,606 | 86,046 |
| Delaware, Lackawanna and Western, | 5,449,811 | 41,583 | 13,083 | 71,394 | 93,200 | 77,167 | 109,708 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 22,077 | 6,454 | 138,415 | | | 2,518 | |
| East Broad Top, | 2,227 | 102,902 | 117 | 18,968 | | | 24,449 |
| Edgewood, | | 85,952 | | | | | |

[1] Includes anthracite.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

| NAME OF COMPANY. | Anthracite coal. | Bituminous coal and coke. | Petroleum and other oils. | Pig iron. | Railroad iron. | Other iron or castings. | Iron and other ores. |
|---|---|---|---|---|---|---|---|
| Elmira and Williamsport, | | 1,190,817 | 2,327 | 8,671 | 4,241 | 43,835 | 16,278 |
| Erie and Pittsburg, | | 394,340 | 2,000 | 148,019 | 2,349 | 20,383 | 149,420 |
| Greenlick Narrow Gauge, | | | | | | | 10,459 |
| Hanover Junction, Hanover and Gettysburg, | 12,096 | | | | | | 29,708 |
| Harrisburg and Potomac, | 12,822 | 1,999 | | | | | |
| Huntingdon and Broad Top Mountain, | 1,515 | 668,319 | 599 | 39,193 | 1,173 | 519 | 51,999 |
| Ironton, | 7,212 | | | | | | 60,807 |
| Jersey Shore, Pine Creek and Buffalo, | 236,600 | 1,705 | 178 | | 7,867 | 4,730 | |
| Keystone Coal Company, | | 49,251 | | | | | |
| Lake Shore and Michigan Southern, | 409,547 | 1,204,346 | 365,285 | 179,089 | 107,688 | 408,056 | 305,960 |
| Lawrence, | | 452,758 | 231 | 92,467 | 2,342 | 20,277 | 418,183 |
| Lehigh and Lackawanna, | 15,011 | | 13 | | | 38 | 5,281 |
| Ligonier Valley, | | 133 | | | 15 | | |
| Little Saw-Mill Run, | 283,060 | | | | | | |
| Lykens Valley, | [1]566,721 | | 469 | 208 | 513 | 1,232 | |
| Meadville, | | 4,911 | 1,010 | 348 | | 225 | |
| Mont Alto, | [1]12,643.75 | | | | 6,243.50 | | 6,428.25 |
| Montrose, | 5,057 | | | | | | |
| New Castle, | | 18,288 | | | | | |
| New Castle and Beaver Valley, | | 893,769 | 4,831 | 183,720 | 5,870 | 26,098 | 409,866 |
| New York, Chicago and St. Louis, | [1]253,150 | | 18,802 | 2,097 | 9,583 | 21,585 | 121 |
| New York, Pennsylvania and Ohio, | 58,410 | 728,497 | 71,762 | 157,495 | 31,891 | 162,502 | 313,768 |
| North-East Pennsylvania, | 6,962 | | 30 | | | 120 | |
| Northern Central, | [1]2,279,748 | | 162,883 | 129,522 | 43,405 | 127,111 | 318,034 |
| New York, Lake Erie and Western Coal | | 336,646 | 6 | 4 | 537 | 388 | 15 |
| Oil City and Ridgway, | | 12,672 | | | | | |
| Pennsylvania, | 2,564,933 | 9,861,955 | 322,486 | 798,538 | 346,659 | 651,431 | 1,108,567 |
| Pennsylvania and New York, | 1,414,318 | 338,565 | | 15,660 | 14,231 | | 19,754 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Pennsylvania Coal, | 1,663,990 | | | | | | |
| Perkiomen, | 207,229 | 117 | 178 | 20,270 | | 8,025 | 4,563 |
| Philadelphia and Erie, | 1,102,860 | 1,441,132 | 330,764 | 42,886 | 17,815 | 134,179 | 34,903 |
| Philadelphia and Reading, | 12,349,492 | 473,806 | 390,794 | 605,279 | 178,185 | 552,481 | 1,092,292 |
| Philadelphia, Newtown and New York, | [1]10,897 | | 3,111 | | | 636 | |
| Philadelphia, Wilmington and Baltimore, | 209,879 | 179,328 | 20,977 | 55,832 | 3,228 | 158,634 | 8,430 |
| Pittsburgh and Castle Shannon, | | 122,531 | | | | | |
| Pittsburgh and Connellsville, | | [2]2,285,006 | 4,580 | 89,510 | 53,774 | 151,172 | 245,606 |
| Pittsburgh and Lake Erie, | | 946,426 | 800 | 71,443 | 50,743 | 182,070 | 389,003 |
| Pittsburgh and Western, | 17,855 | 17,384 | 448 | 10,087 | 31 | 20,915 | 89,770 |
| Pittsburgh, Cincinnati and St. Louis, | [1]1,643,890 | | 12,595 | 9,946 | 109,027 | 75,103 | 58,106 |
| Pittsburgh, Ft. Wayne and Chicago, | 90,244 | 1,521,585 | 50,012 | 258,488 | 65,166 | 166,037 | 336,439 |
| Pittsburgh Southern, | | 36,412 | 439 | 2 | 4,965 | 972 | 8,077 |
| Reading and Columbia, | 250,579 | | | | | | |
| Rochester and Pittsburgh, | 15,663 | 134,960 | 10,486 | 1,510 | 10,843 | 6,147 | 82 |
| Salisbury, | | [2]196,647 | 44 | 14 | 12 | 74 | |
| Shamokin Valley and Pottsville, | [1]1,451,753 | | 3,298 | 4,088 | 3,476 | 16,067 | 12 |
| Sharpsville, | | 107,847 | | 3,075 | | 62 | 1,120 |
| Somerset and Cambria, | | 60,609 | 504 | 3,025 | 3,469 | 6,321 | 7,922 |
| South Mountain, | 9,230 | 4,177 | | 5,129 | 1,542 | 388 | 11,519 |
| State Line and Sullivan, | 80,885 | | | | | | |
| Stony Creek, | 102,350 | 573 | 133 | 27,134 | | 113 | 500 |
| Tioga, | 2,437 | 891,153 | 1,238 | 114 | 128 | 430 | 14 |
| Warren and Farnesworth Valley, | | 177 | 41 | | | | |
| Waynesburg and Washington, | | 2,805 | | | | 62 | |
| Western Maryland, | | [2]57,777 | | | | | 1,896 |
| Wheeling, Pittsburgh and Baltimore, | | [2]34,019 | 471 | 1 | 5,010 | 1,236 | 8,077 |
| Williamsport and North Branch, | 1,426 | 216 | | 14 | 106 | 27 | |
| Wilmington and Northern, | [1]234,348 | | | 65,703 | | 62,323 | 70,698 |
| York and Peach Bottom, | | 2,628 | | | 764 | 719 | |
| Total, | 37,277,221.55 | 31,381,703.40 | 2,579,427 | 3,492,765.40 | 1,302,180.50 | 3,241,630.60 | 7,072,221.25 |

[1] Includes bituminous. [2] Includes anthracite.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS—Continued.

| NAME OF COMPANY. | Stone and lime. | Agricultural products. | Merchandise and manufactures. | Live stock. | Lumber. | Other articles. |
|---|---|---|---|---|---|---|
| Addison and Northern, | | | 1,146 | | 3,025 | 445 |
| Allegheny Valley, | | 36,919 | 295,551 | 2,639 | 328,003 | 328,985 |
| Bachman Valley, | 7,243 | 11,009 | 11,223 | 3,563 | 6,463 | 2,059 |
| Baltimore and Cumberland Valley, | 32 | | | 988 | 2,061 | 20,834 |
| Baltimore and Cumberland Valley Extension, | 9 | | | 679 | 507 | 12,077 |
| Bangor and Portland, | 300 | | 5,600 | 800 | 3,200 | 28,500 |
| Barclay, | | | 9,526 | | 8,830 | |
| Baltimore and Philadelphia, | 2,659 | 582 | 2,635 | 10 | 4,018 | 20,286 |
| Bell's Gap, | | | 2,999 | | 27,238 | 3,601 |
| Berlin, | 856 | 400 | 1,225 | | | 699 |
| Bradford, Bordell and Kinzua, | 60 | 2,438.40 | 9,076.80 | | 11,560.80 | 1,334.40 |
| Bradford, Eldred and Cuba, | 74.40 | 3,012 | 12,592.80 | | 14,536.80 | 1,754.40 |
| Buffalo, New York and Philadelphia, | 35,753 | 10,351 | 4,470,764 | | 418,248 | 23,830 |
| Catasauqua and Fogelsville, | 81,853 | 1,044 | 7,572 | | 2,997 | 2,147 |
| Chartiers, | 4,614 | 10,691 | 12,824 | 5,458 | 7,171 | 4,396 |
| Cleveland and Pittsburgh, | 106,322 | 65,840 | 326,869 | 18,748 | 118,242 | 64,141 |
| Corning, Cowanesque and Antrim, | 2,151 | 60,459 | 49,924 | 663 | 67,465 | 7,442 |
| Cornwall, | 37,964 | | | | | 33,444 |
| Cumberland Valley, | 18,711 | 91,164 | 13,487 | 23,496 | 82,970 | 146,770 |
| Delaware and Hudson, | 842 | 39,932 | 41,477 | 6,522 | 87,529 | 41,810 |
| Delaware, Lackawanna and Western, | 144,743 | 232,107 | 258,641 | 66,589 | 215,943 | 262,723 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 2,236 | 28,743 | 15,093 | 1,181 | 41,212 | 22,415 |
| East Broad Top, | 230 | 327 | 3,413 | | 3,604 | 6,589 |
| Elmira and Williamsport, | 8,131 | 146,835 | 159,430 | 15,437 | 129,422 | 12,147 |
| Erie and Pittsburgh, | 91,132 | 10,619 | 59,698 | 3,155 | 16,489 | 12,850 |
| Greenlick Narrow Gauge, | 49 | | | | | 4,623 |
| Hanover Junction, Hanover and Gettysburg, | 16,837 | 13,366 | 15,186 | 3,540 | 9,200 | 3,113 |
| Harrisburg and Potomac, | 2,673 | 5,144 | 14,514 | 14 | | |
| Huntingdon and Broad Top Mountain, | 11,752 | 808 | 87,231 | 732 | 28,427 | |
| Ironton, | 53,816 | | | | | 2,449 |
| Jersey Shore, Pine Creek and Buffalo, | 2,807 | 42,911 | 18,703 | 388 | 23,426 | 8,423 |
| Lake Shore and Michigan Southern, | 338,147 | 1,406,655 | 947,176 | 485,023 | 887,792 | 1,433,841 |
| Lawrence, | 186,826 | 7,729 | 48,172 | 5,722 | 6,093 | 3,610 |
| Lehigh and Lackawanna, | 25,881 | 1,612 | 8,954 | | 2,522 | 4,742 |
| Ligonier Valley, | 16,563 | 280 | 1,582 | 598 | 4,187 | 1,694 |
| Little Saw-Mill Run, | | | | | | 447 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Lykens Valley, | 543 | 3,138 | 3,660 | 8 | 6,676 | 453 |
| Meadville, | 527 | 601 | 4,538 | 126 | 1,519 | 1,759 |
| Mont Alto, | . . . . . | 2,596½ | 9,691½ | . . . . . | 5,172 | . . . . . |
| Montrose, | . . . . . | . . . . . | . . . . . | . . . . . | 1,660 | 8,490 |
| New Castle and Beaver Valley, | 182,058 | 14,972 | 96,282 | 9,079 | 14,274 | 8,997 |
| New York, Chicago and St. Louis, | 29,016 | 276,693 | 151,541 | 92,096 | 101,815 | 25,320 |
| New York, Pennsylvania and Ohio, | 237,850 | 522,774 | 271,105 | 36,819 | 103,594 | 273,710 |
| North-East Pennsylvania, | 150 | 7,000 | 625 | 600 | 5,000 | 1,450 |
| Northern Central, | 161,053 | 912,529 | 468,191 | 66,430 | 670,130 | 74,813 |
| New York, Lake Erie and Western Coal, | 202 | 765 | 1,396 | 10 | 8,787 | 3,470 |
| Pennsylvania, | 1,130,858 | 1,514,295 | 1,301,351 | 457,239 | 1,214,208 | 401,640 |
| Pennsylvania and New York Canal, | 21,058 | 779,665 | . . . . . | 20,505 | 79,644 | . . . . . |
| Pennsylvania Coal, | . . . . . | . . . . . | 2,449 | . . . . . | 2,035 | . . . . . |
| Perkiomen, | 3,037 | 112,205 | 95,075 | 39,537 | 100,038 | 42,225 |
| Philadelphia and Erie, | 82,293 | 710,142 | 327,342 | 23,187 | 808,698 | 98,734 |
| Philadelphia and Reading, | 1,025,797 | 1,294,051 | 905,043 | 80,138 | 633,963 | 3,356,990 |
| Philadelphia, Newtowu and New York, | 1,159 | 2,918 | 477 | 2,160 | 2,318 | 6,994 |
| Philadelphia, Wilmington and Baltimore, | 116,433 | 332,676 | 462,998 | 86,753 | 202,078 | 186,981 |
| Pittsburgh and Castle Shannon, | . . . . . | . . . . . | . . . . . | . . . . . | . . . . . | 216 |
| Pittsburgh and Connellsville, | 214,761 | 15,731 | 204,966 | 1,581 | . . . . . | 72,231 |
| Pittsburgh and Lake Erie, | 317,399 | 13,909 | 100,760 | 235 | 52,146 | 1,539 |
| Pittsburgh and Western, | 78,088 | 4,488 | 45,577 | 684 | 28,591 | 7,807 |
| Pittsburgh, Cincinnati and St. Louis, | 62,453 | 517,076 | 535,631 | 242,978 | 103,355 | 74,393 |
| Pittsburgh, Fort Wayne and Chicago, | 255,922 | 657,218 | 972,082 | 215,485 | 267,200 | 205,262 |
| Pittsburgh Southern, | 520 | 1,918 | 4,161 | 310 | . . . . . | 2,827 |
| Reading and Columbia, | . . . . . | . . . . . | 362,078 | . . . . . | . . . . . | . . . . . |
| Rochester and Pittsburgh, | 18,059 | 28,875 | 22,997 | 1,360 | 54,205 | 22,778 |
| Salisbury, | 34 | 288 | 1,607 | 11 | . . . . . | 10,748 |
| Shamokin Valley and Pottsville, | 14,331 | 68,763 | 99,038 | 901 | 85,019 | 13,643 |
| Sharpsville, | 17,671 | 287 | 436 | 23 | 1,571 | 857 |
| Somerset and Cambria, | 12,403 | 3,507 | 24,052 | 514 | 12,117 | . . . . . |
| South Mountain, | 7,158 | 1,412 | 4,939 | 42 | 6,547 | 1,507 |
| Stony Creek, | 934 | 18,171 | 28,662 | 3,289 | 6,227 | 6,753 |
| Tioga, | 986 | 6,427 | 26,410 | 719 | 97,226 | 2,115 |
| Warren and Farnesworth Valley, | . . . . . | 1,383 | 3,210 | 1 | 4,540 | 990 |
| Waynesburg and Washington, | 2,623 | 2,035 | 2,605 | 2,551 | 1,552 | 1,885 |
| Western Maryland, | 5,876 | . . . . . | . . . . . | 18,539 | 16,760 | 202,203 |
| Wheeling, Pittsburgh and Baltimore, | 1,677 | 3,344 | 5,527 | 3,008 | 3,783 | . . . . . |
| Williamsport and North Branch, | 188 | 386 | 2,164 | . . . . . | 17,242 | 7,360 |
| Wilmington and Northern, | 51,741 | 9,363 | 48,497 | . . . . . | 21,861 | . . . . . |
| Total, | 5,256,168.40 | 10,062,678.90 | 13,499,459.10 | 2,051,963 | 7,303,952.60 | 7,623,360.80 |

## TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS PER MILE.

| NAME OF COMPANY. | Number of tons of through freight. | Number of tons of local freight. | Gross tonnage. | Number of tons of freight carried one mile in Pa. | Rate for through freight in cents. | Rate for through coal in cents. | Rate for local freight in cents. | Rate for local coal in cents. |
|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | . . | . . | 12,616 | . . . | 4 | 1 | 12 | 2 |
| Allegheny Valley, | 144,028 | 3,438,986 | 3,583,014 | 158,798,764 | .715 | . . . . | 1.129 | . . . . |
| Bachman Valley, | . . . . . | . . . . . | 58,312 | 407,264 | . . | . . . . | . . . . | . . . . |
| Baltimore and Cumberland Valley, | . . . . . | . . . . . | 28,801 | 111,745 | . . . . | . . . | *4.43 | . . . . |
| Baltimore and Cumberland Valley Extension, | . . . . . | . . . . . | 17,679 | 267,675 | . . | . . | *2.85 | . . . . |
| Bangor and Portland, | . . . . . | . . . . . | 56,900 | . . . . . | 4 | 4 | 4 | 4 |
| Barclay, | 338,385 | 51,097 | 389,481 | 6,064,339 | 1 | 1.25 | 7.12 | 1 |
| Baltimore and Philadelphia, | . . | . . | 58,637 | 10,236 | . . . . | . . . . | 5.70 | 5.20 |
| Bell's Gap, | 52,378 | 110,636 | 163,114 | 2,513,400 | .70 | .50 | 1 | .50 |
| Berlin, | 31,261 | . . . . . | . . | 256,534 | 2.50 | 1.30 | 10 | 4 |
| Berlin Branch. | . . . . . | . . . . . | 8,483 | 50,905 | 3 to 4 | . . . . | 2 to 6 | . . . . |
| Bradford, Bordell and Kinzua, | . . . . . | . . . . . | 26,522 | 530,448 | †5.58 | . . . | . . . | . . . . |
| Bradford, Eldred and Cuba, | . . . . . | . . . . . | 37,882 | 146,520 | 4.83 | . . . . | . . . . | . . . . |
| Buffalo, New York and Philadelphia, | 1,672,685 | 955,274 | 2,627,959 | . . . | .75 | . . | 2.38 | . . . |
| Catasauqua and Fogelsville, | 62,614 | 307,570 | 370,184 | 3,542,700 | 2 | 1.83 | 4 | 3.50 |
| Chartiers, | . . | 426,473 | 426,473 | 2,032,065 | . . . | . . . | 3.49 | 3.49 |
| Cleveland and Pittsburgh, | 918,493 | 1,717,141 | 2,635,634 | 42,200,685 | . . . | . | . . | *1.05 |
| Corning, Cowanesque and Antrim, | 215,511 | . . . . . | 1,218,217 | 17,547,485 | 4 | 1 | 8 | 4 |
| Cornwall, | 720,832 | . . | 720,832 | 3,604,160 | 1½ to 2½ | 1½ to 2½ | 1½ to 4 | 1½ to 4 |
| Cumberland Valley, | 123,952 | 587,862 | 711,814 | 27,951,094 | 1.709 | | 1.709 | . . . . |
| Delaware and Hudson, | 145,187 | 3,697,206 | 3,842,393 | 115,202,695 | 1 and 2 | 1 to 1½ | . | . . . |
| Delaware, Lackawanna and Western, | 2,980,926 | 4,055,766 | 7,036,692 | 260,584,775 | 1.04 | 1.10 | 2.41 | .89 |
| Dillsburg and Mechanicsburg, | . . | . . . . . | 97,771 | 598,933 | . . | . . | . . | . . . . |
| Dunkirk, Allegheny Valley and Pittsburgh, | 166,594 | 113,750 | 280,344 | 8,285,303 | .50 | .70 | 2.25 | 1 |
| East Broad Top, | 49,974 | . . . . | 162,827 | 3,187,688 | 4.33 | 2.33 | 5.50 | 3 |
| Edgewood, | . | . | 85,952 | . . | . . | . . . . | . . . . | . . . . |
| Elmira and Williamsport, | 1,103,042 | 634,529 | 1,737,571 | 88,563,027 | †.721 | . . . . | . . . . | . . . . |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Erie and Pittsburgh, | 4,078 | 906,376 | 910,454 | 42,315,874 | 1.03 | 1.03 | 1.06 | 1.06 |
| Greenlick Narrow Gauge, | 15,132 | | 15,132 | | 8 | 8 | | |
| Hanover Junction, Hanover and Gettysburg, | 25,137 | 77,909 | 103,046 | 954,255 | 3.25 | 2.75 | 4 | 2.75 |
| Harrisburg and Potomac, | | 71,509 | 71,509 | | 4 | 4 | 8 | 6 |
| Huntingdon and Broad Top Mountain, | 592,762 | 299,505 | 892,267 | 40,765,098 | .80 | .80 | 1 to 2 | 1 to 2 |
| Ironton, | | | 124,286 | 621,432 | | | 3 to 10 | 3 to 10 |
| Jersey Shore, Pine Creek and Buffalo, | | | 347,738 | 25,739,373 | 1 | 1 | 4 | 4 |
| Lake Shore and Michigan Southern, | 2,694,335 | 7,670,421 | 8,478,605 | 171,641,461 | .621 | .621 | .765 | .765 |
| Lawrence, | | 1 244,401 | 1,244,401 | 6,448,722 | | | 1.19 | 1.19 |
| Lehigh and Lackawanna, | | | 64,054 | 1,035,269 | 5.25 | 2.76 | | |
| Lehigh Valley, | | | 10,499,243 | 772,758,870 | | | | |
| Ligonier Valley, | 23,945 | 1,387 | 25,332 | | 6.85 | 2.38 | 20 | 2.38 |
| Little Saw-Mill Run, | 283,060 | | 283,507 | 849,181 | | 5.67 | | 7 |
| Lykens Valley, | 379,088 | 204,533 | 583,621 | 10,610,464 | †1.364 | | | |
| Meadville, | 530 | 14,034 | 14,564 | 280,743 | 1 98 | 1.98 | 2.79 | 2.79 |
| Mont Alto, | | | 42,775 | 654,928 | †2 | | | |
| Montrose, | 563 | 15,209 | 15,772 | 441,616 | 4.44 | 4.69 | 4.44 | 4.69 |
| New Castle, | | | 18,288 | | | | | |
| New Castle and Beaver Valley, | 4,098 | 1,845,818 | 1,849,916 | 21,456,265 | 1.64 | 1.64 | 1.40 | 1.40 |
| New York, Chicago and St. Louis | 392,018 | 589,812 | 981,832 | 28,117,206 | .576 | .576 | .619 | .619 |
| New York, Lake Erie and Western, | | | 20,536,092 | | *.780 | | | |
| New York, Pennsylvania and Ohio, | 1,479,234 | 1,490,942 | 2,970,176 | 94,635,782 | .56 | .68 | 1.41 | |
| North-East Pennsylvania, | | | 21,937 | 160,945 | 6.22 | | | |
| Northern Central, | 809,021 | 4,604,828 | 5,413,849 | 239,390,303 | *.982 | | | |
| New York, Lake Erie and Western Coal, | 336,884 | 15,342 | 352,226 | 10,280,379 | 2.351 | .926 | 6.033 | 1 |
| Oil City and Ridgway, | 12,672 | | 12,672 | 76,032 | | | | |
| Pennsylvania, | 1,937,850 | 19,736,310 | 21,674,160 | 2,989,404,979 | †.8187 | | | |
| Peunsylvania and New York, | | | 2,703,399 | 209,767,086 | | | | |
| Pennsylvania Coal, | 1,206,775 | | 1,668,474 | | 7.75 | | | |
| Perkiomen, | | | 632,499 | 22,212,209 | | | | |
| Philadelphia and Erie, | 946,389 | 4,208,546 | 5,154,935 | 520,249,716 | †.6235 | | | |
| Philadelphia and Reading, | | | 22,988,311 | 1,324,357,110 | 2.01 | 1.40 | | |
| Philadelphia and Trenton, | | | 5,533,076 | 159,299,797 | †.9311 | | | |
| Philadelphia, Newtowu and New York, | | | 30,670 | | | | 5 | 2 |
| Philadelphia, Wilmington and Baltimore, | 566,472 | 1,457,755 | 2,024,227 | 24,955,061 | | | | |
| ‡Philadelphia, Norristown and Phœnixville, | | | | | †2.31 | | | |
| Pittsburgh and Castle Shannon, | | | 122,747 | | §33.50 | | | |
| Pittsburgh and Connellsville, | 2,101,099 | | 2,101,099 | 150,409,002 | .90 | .70 | 2.50 | 1.50 |
| Pittsburgh and Lake Erie, | 1,251,097 | 875,376 | 2,126,473 | 96,958,779 | .82 | .82 | 1.48 | 1.48 |
| Pittsburgh and Western, | | | 316,725 | 16,152,975 | | | | |

*Average for all freights. † For all freight. ‡ Merged into the Pennsylvania Schuylkill Valley Railroad Company, June 1, 1883.
§ Run their own coal only.

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS PER MILE—Continued.

| NAME OF COMPANY. | Number of tons of through freight. | Number of tons of local freight. | Gross tonnage. | Number of tons of freight carried one mile in Pa. | Rate for through freight in cents. | Rate for through coal in cents. | Rate for local freight in cents. | Rate for local coal in cents. |
|---|---|---|---|---|---|---|---|---|
| Pittsburgh, Cincinnati and St. Louis, | 1,435,705 | 2,008,848 | 3,444,553 | 74,192,575 | .69 | .69 | .88 | .88 |
| Pittsburgh, Fort Wayne and Chicago, | 1,428,900 | 3,632,640 | 5,061,540 | 98,837,900 | .67 | .67 | .95 | .95 |
| Pittsburgh Southern, | 37,171 | . . | 37,171 | 1,429,025 | . . . . | . . . . | . . . . | . . . . |
| Reading and Columbia, | 250,579 | 362,078 | 612,657 | 15,698,963 | 2.76 | 1.68 | 2.76 | 1.68 |
| Rochester and Pittsburgh, | . . . . | . . . . | 327,965 | . . . . . | †1.09 | . . . . | . . . . | . . . . |
| Salisbury, | 126,943 | . . . . . | 126,943 | 1,531,186 | 5.70 | 1.39 | 17 | 13 |
| Shamokin Valley and Pottsville, | 439,834 | 1,323,553 | 1,763,387 | 39,039,817 | †1.195 | . . . . | . . . . | . . . . |
| Sharpsville, | . . . . | . . . . . | 132,849 | . . . . . | . . . . | . . . . | . . . . | . . . . |
| Somerset and Cambria, | 116,739 | . . . . . | 116,739 | 5,134,269 | .90 | .70 | 2.50 | 1.50 |
| South Mountain, | . . . . . | . . . . . | 53,590 | 535,926 | †3.42 | . . . . | . . . . | . . . . |
| State Line and Sullivan, | . . . . . | . . . . . | 80,885 | . . . . . | . . . . | . . . . | . . . . | . . . . |
| Stony Creek, | . . . . . | . . . . . | 194,839 | 1,783,347 | ‡1.91 | ‡2.39 | . . . . | |
| Tioga, | . . . . . | . . . . . | 1,029,377 | 32,602,520 | 3 | 1.25 | 4 | 2.50 |
| Warren and Farnesworth Valley, | 6,087 | 4,255 | 10,342 | 143,658 | 10 & 12 | . . . . | 8 | . . |
| Waynesburg and Washington, | 7,627 | 8,502 | 16,129 | 319,734 | 13.50 | $1\frac{25}{28}$ | 21 | 2.75 |
| Western Maryland, | . . . . | 303,071 | 303,071 | . . . . . | †2.59 | . . . . | . . . . | . . . . |
| Wheeling, Pittsburgh and Baltimore, | 48,123 | . . . . . | 48,123 | 1,436,392 | . . . . | . . . . | . . . . | . . . . |
| Williamsport and North Branch, | . . . . | . . . . . | 29,129 | . . . . . | 7 | 5 | . . . . | . . . . |
| Wilmington and Northern, | 123,894 | . . . . . | 564,534 | 11,324,154 | 1.75 | 1.67 | 3 | 2.75 |
| York and Peach Bottom, | . . . . . | . . . . . | 34,085 | . . . . . | 4 | 3 | 4 | 3 |
| Youghiogheny Northern,* | . . . . . | . . . . . | . . . . . | . . . . . | . . . . | . . . . | . . . . | . . . . |
| Total, | 25,809,791 | 68,869,250 | 164,673,348 | 8,017,270,426 | . . . . | . . . . | . . . . | . . . . |

* Leased to Pittsburgh, McKeesport and Youghiogheny railroad.

† For all freight.

‡ Average for all.

## TABLE K.—EARNINGS DURING THE YEAR.

| NAME OF COMPANY. | Passengers. | | Freight. | | Mail and express. | | Miscellaneous. | | Total. | | Proportion in Pennsylvania. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | $17,058 | 26 | $25,519 | 50 | $2,986 | 40 | $142 | 55 | $45,706 | 71 | $35,194 | 19 |
| Allegheny Valley, | 528,098 | 87 | 1,715,016 | 32 | 45,664 | 87 | 18,589 | 12 | 2,307,369 | 18 | 2,307,369 | 18 |
| Allentown, | | | | | | | | | a 3,831 | 83 | | |
| Bachman Valley, | 3,885 | 65 | 12,081 | 43 | 892 | 55 | | | 16,859 | 63 | 16,859 | 63 |
| Baltimore and Cumberland Valley, | 4,378 | 13 | 4,965 | 33 | 256 | 06 | | | 9,599 | 52 | 9,599 | 52 |
| Baltimore and Cumberland Valley Extension, | 18,801 | 20 | 7,621 | 45 | 775 | 13 | | | 27,197 | 78 | 27,197 | 78 |
| Bangor and Portland, | 10,156 | 28 | 38,665 | 95 | 1,349 | 39 | 3,108 | 00 | 53,279 | 62 | 53,279 | 62 |
| Barclay, | 4,818 | 07 | 72,720 | 40 | 6,702 | 68 | 2,594 | 32 | 86,835 | 47 | 86,835 | 47 |
| Baltimore and Philadelphia, | 11,416 | 58 | 28,460 | 18 | 658 | 89 | 169 | 46 | 40,705 | 11 | 4,864 | 26 |
| Bell's Gap, | 13,130 | 24 | 96,114 | 10 | 1,011 | 11 | 40,079 | 82 | 150,335 | 27 | 150,335 | 27 |
| Berlin, | 1,590 | 80 | 5,451 | 86 | | | 389 | 00 | 7,431 | 66 | 7,431 | 66 |
| Berlin Branch, | 857 | 68 | 3,088 | 94 | 327 | 19 | 90 | 00 | 4,363 | 81 | 4,363 | 81 |
| Bradford, Bordell and Kinzua, | 47,653 | 13 | 29,639 | 40 | 4,812 | 10 | 116 | 31 | 82,220 | 94 | 82,220 | 94 |
| Bradford, Eldred and Cuba, | 51,283 | 77 | 35,379 | 86 | 4,367 | 26 | 496 | 99 | 91,527 | 88 | 9,785 | 25 |
| Buffalo, New York and Philadelphia, | 730,886 | 55 | 1,810,732 | 70 | 61,999 | 78 | 99,509 | 93 | 2,703,128 | 96 | 1,359,551 | 10 |
| Catasauqua and Fogelsville, | 3,245 | 87 | 119,866 | 27 | | | 536 | 63 | 123,648 | 77 | 123,648 | 77 |
| Chartiers, | 70,874 | 00 | 70,916 | 00 | 4,631 | 97 | 3,981 | 17 | 150,403 | 14 | 150,403 | 14 |
| Cleveland and Pittsburgh, | 591,519 | 95 | 2,405,791 | 26 | 70,888 | 60 | 21,111 | 51 | 3,089,311 | 32 | 562,133 | 00 |
| *Corning, Cowanesque and Antrim, | 60,130 | 04 | 434,584 | 00 | 6,527 | 83 | 217,593 | 32 | 718,835 | 30 | 345,820 | 49 |
| Cornwall, | 7,331 | 40 | 78,290 | 17 | 58 | 74 | 1,911 | 22 | 87,532 | 79 | 87,532 | 79 |
| Cumberland Valley, | 283,217 | 03 | 537,579 | 77 | 28,247 | 88 | 22,344 | 25 | 871,388 | 93 | 690,140 | 03 |
| Delaware and Hudson, | 92,562 | 28 | 1,811,786 | 24 | 6,367 | 24 | 88,121 | 68 | 1,998,837 | 44 | 1,758,976 | 94 |
| Delaware, Lackawanna and Western, | 600,384 | 62 | 5,187,216 | 26 | 58,248 | 63 | 618,918 | 63 | 6,464,768 | 14 | 6,464,768 | 14 |
| Dillsburg and Mechanicsburg, | 8,481 | 80 | 23,576 | 70 | 543 | 45 | | | 32,601 | 95 | 32,601 | 95 |

*a* Rental from Philadelphia and Reading railroad, lessee. *The item of $217,593 32 in the miscellaneous column includes $217,128 41 of earnings for the use of locomotives and cars on other roads operated by the Fall Brook Coal Company.

TABLE K.—EARNINGS DURING THE YEAR—Continued.

| NAME OF COMPANY. | Passengers. | | Freight. | | Mail and express. | | Miscellaneous. | | Total. | | Proportion in Pennsylvania. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dunkirk, Allegheny Valley and Pittsburgh, | $73,840 | 17 | $163,098 | 12 | $8,859 | 77 | $78,333 | 09 | $324,131 | 15 | $172,798 | 08 |
| East Broad Top, | 12,179 | 06 | 73,113 | 20 | . . . | . . | 5,549 | 75 | 90,842 | 01 | 90,842 | 01 |
| Elmira and Williamsport, | 160,636 | 81 | 698,298 | 95 | 18,930 | 94 | 8,708 | 04 | 886,574 | 74 | 810,247 | 11 |
| Erie and Pittsburgh, | 119,020 | 02 | 435,311 | 23 | 16,402 | 59 | 28,577 | 15 | 599,310 | 99 | 599,310 | 99 |
| Evergreen, | 3,335 | 16 | . . . | . . | . . . | . . | . . . | . . | 3,335 | 16 | 3,335 | 16 |
| Frankford and Holmesburg, | . . . | . . | . . . | . . | . . . | . . | . . . | . . | *a* 9,000 | 00 | . . . | . . |
| Greenlick Narrow Gauge, | 78 | 63 | 4,819 | 38 | . . . | . . | . . . | . . | 4,898 | 01 | 4,898 | 01 |
| Hanover and York, | . . . | . . | . . . | . | . . . | . . | . . . | . . | 80,852 | 37 | 80,852 | 37 |
| Hanover Junction, Hanover and Gettysburg, | 23,334 | 76 | 37,810 | 54 | 2,852 | 78 | 35,050 | 61 | 99,048 | 69 | 99,048 | 69 |
| Harrisburg and Potomac, | 5,439 | 28 | 22,768 | 63 | 810 | 01 | 1,416 | 21 | 30,434 | 13 | 30,434 | 13 |
| Huntingdon and Broad Top Mountain, | 48,349 | 40 | 365,991 | 47 | 7,322 | 37 | 2,831 | 33 | 424,494 | 57 | 424,494 | 57 |
| Ironton, | . . . | . . | 44,627 | 04 | . . . | | 610 | 62 | 45,237 | 66 | 45,237 | 66 |
| Jamestown and Franklin, | 31,281 | 67 | 107,200 | 80 | 4,605 | 55 | 572 | 00 | 143,660 | 02 | 143,660 | 02 |
| Jersey Shore, Pine Creek and Buffalo, | 22,088 | 73 | 166,626 | 77 | . . | | 12 | 52 | 188,728 | 02 | 188,728 | 02 |
| Junction, | 93,350 | 10 | 134,517 | 72 | 11,961 | 60 | 158 | 31 | 239,987 | 73 | 239,987 | 73 |
| Lake Shore and Michigan Southern, | 4,736,088 | 47 | 12,480,093 | 89 | 1,048,038 | 50 | 249,435 | 55 | 18,513,656 | 41 | 1,865,241 | 28 |
| Lawrence, | 20,951 | 42 | 231,104 | 40 | 4,117 | 64 | 501 | 02 | 256,674 | 48 | 109,040 | 09 |
| Lehigh and Lackawanna, | 18,843 | 55 | 48,358 | 79 | 1,970 | 12 | . . . | . . | 69,172 | 46 | 69,172 | 46 |
| Lehigh Valley, | 779,639 | 79 | 9,387,201 | 04 | 51,309 | 03 | . . . | | 10,218,149 | 86 | . . . | . . |
| Ligonier Valley, | 10,460 | 34 | 13,021 | 26 | 456 | 12 | 4 | 50 | 23,942 | 23 | 23,942 | 23 |
| Little Saw-Mill Run, | 1,195 | 23 | 54,436 | 98 | . . . | | 10,775 | 88 | 66,408 | 09 | 66,408 | 09 |
| Littlestown, | 7,130 | 43 | 14,649 | 87 | 826 | 28 | 132 | 00 | 22,738 | 58 | 22,738 | 58 |
| Lykens Valley, | 9,320 | 78 | 144,722 | 71 | 1,321 | 97 | 1,275 | 04 | 156,640 | 50 | 156,640 | 50 |
| Meadville, | 18,896 | 02 | 6,635 | 22 | 1,408 | 15 | 153 | 50 | 27,092 | 89 | 27,092 | 89 |
| Monongahela Inclined Plane, | 27,617 | 80 | . . . | . . | . . . | . . | 407 | 25 | 28,025 | 05 | 28,025 | 05 |
| Mont Alto, | 11,013 | 32 | 16,484 | 67 | . . . | . . | 1,621 | 87 | 29,119 | 86 | 29,119 | 86 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Montrose, | 8,338 | 91 | 19,851 | 88 | 2,498 | 24 | . . . . | . | 30,689 | 03 | 30,689 | 03 |
| Mount Oliver Incline, | 27,795 | 65 | 59 | 35 | . . . . | | 75 | 00 | 27,930 | 00 | 27,930 | 00 |
| Mount Pleasant and Broad Ford, | 5,058 | 07 | 29,895 | 87 | 446 | 72 | . . . . . | . | 35,400 | 66 | 35,400 | 66 |
| New Castle and Beaver Valley, | 47,780 | 38 | 352,010 | 81 | 5,652 | 00 | 402 | 66 | 405,845 | 85 | 405,845 | 85 |
| New York, Chicago and St. Louis, | 232,623 | 52 | 2,000,561 | 81 | 7,802 | 95 | 86,695 | 64 | 2,327,683 | 92 | 197,387 | 59 |
| New York, Lake Erie and Western, | 4,632,229 | 27 | 17,213,621 | 15 | 666,629 | 40 | 1,166,566 | 42 | 23,679,046 | 24 | . . | |
| New York, Pennsylvania and Ohio, | 728,092 | 73 | 2,582,645 | 05 | 74,378 | 57 | 1,164,132 | 04 | 4,549,248 | 39 | 1,061,667 | 92 |
| North-East Pennsylvania, | 13,295 | 41 | 9,578 | 38 | 958 | 09 | 367 | 00 | 24,198 | 88 | 24,198 | 88 |
| Northern Central, | 605,014 | 45 | 3,170,892 | 59 | 86,613 | 09 | 268,304 | 23 | 4,130,824 | 36 | 3,060,970 | 57 |
| North Pennsylvania, | . . . . . | | . . . . . | | . . . . | | . . . . . | . | *a*822,922 | 90 | . . . . | |
| New York, Lake Erie and Western Coal, | 4,295 | 97 | 98,956 | 18 | . . . . | | 51,300 | 00 | 154,552 | 15 | 154,552 | 15 |
| Oil City and Ridgway, | . . . | | . . . . . | | . . . . . | | . . . | . | 21,542 | 40 | 21,542 | 40 |
| Pennsylvania, | 5,989,625 | 35 | 24,536,789 | 45 | 949,618 | 34 | 541,780 | 15 | 32,017,813 | 25 | . . . . | |
| Pennsylvania and New York, | 196,719 | 76 | 1,881,428 | 62 | 16,846 | 00 | 47,297 | 19 | 2,142,291 | 57 | . . | |
| Pennsylvania Coal, | 16,038 | 76 | 17,735 | 30 | . . . . | | . . . . | | 33,774 | 06 | 33,774 | 06 |
| Pennsylvania Company, | . . . | | . . . . | | . . . . | | . . . . | | 1,244,814 | 37 | . . | |
| People's, | 11,892 | 72 | 193 | 64 | 284 | 00 | . . . | | 12,370 | 36 | 12,370 | 36 |
| Perkiomen, | 42,621 | 30 | 308,468 | 78 | 4,341 | 96 | 461 | 03 | 355,893 | 07 | 355,893 | 07 |
| Philadelphia and Erie, | 667,742 | 66 | 3,243,572 | 58 | 72,320 | 15 | 125,207 | 77 | 4,108,843 | 16 | 4,108,843 | 16 |
| Philadelphia and Reading, | 4,675,061 | 68 | 21,675,654 | 58 | 666,415 | 74 | 1,857,107 | 92 | 28,874,239 | 92 | 23,372,556 | 25 |
| Philadelphia and Trenton, | 1,364,676 | 33 | 1,483,188 | 06 | 162,491 | 83 | 14,486 | 67 | 3,024,842 | 89 | . . . . | |
| Philadelphia, Newtown and New York, | 49,773 | 08 | 15,306 | 57 | 2,494 | 35 | 873 | 13 | 68,447 | 13 | 68,447 | 13 |
| Philadelphia, Wilmington and Baltimore, | 2,724,914 | 14 | 2,589,001 | 79 | 266,145 | 20 | 161,610 | 91 | 5,741,672 | 04 | . . | |
| Pittsburgh and Castle Shannon, | 18,572 | 14 | 182,964 | 14 | . . . | | 4,534 | 55 | 206,070 | 83 | 206,070 | 83 |
| Pittsburgh and Connellsville, | 496,339 | 81 | 2,275,925 | 78 | 16,916 | 12 | 23,990 | 70 | 2,813,172 | 41 | . . . . | |
| Pittsburgh and Lake Erie, | 223,538 | 15 | 1,152,188 | 94 | 26,261 | 75 | 775 | 04 | 1,402,763 | 88 | 1,219,317 | 85 |
| Pittsburgh and Western, | 126,328 | 56 | 198,471 | 99 | 17,535 | 74 | 587 | 69 | 342,923 | 98 | . | |
| Pittsburgh, Cincinnati and St. Louis, | 1,049,133 | 14 | 3,236,872 | 48 | 275,575 | 48 | 55,038 | 87 | 4,616,619 | 97 | 893,475 | 65 |
| Pittsburgh, Fort Wayne and Chicago, | 2,798,555 | 46 | 7,428,524 | 22 | 340,301 | 22 | 387,085 | 67 | 10,954,466 | 57 | 1,142,323 | 82 |
| Pittsburgh Southern, | 16,761 | 12 | 50,711 | 77 | 1,483 | 00 | . . . | | 68,955 | 89 | . . . . | |
| Reading and Columbia, | 109,900 | 61 | 339,221 | 01 | 3,063 | 80 | 4,274 | 16 | 456,459 | 58 | 456,459 | 58 |
| Rochester and Pittsburgh, | 137,286 | 26 | 356,853 | 39 | 9,953 | 77 | 39,546 | 44 | 543,639 | 86 | . . . . . | |
| Salisbury, | 985 | 83 | 28,994 | 11 | . . . . | | . . . . | | 29,979 | 94 | . . . . | |
| Shamokin Valley and Pottsville, | 30,453 | 03 | 466,397 | 63 | 1,984 | 00 | 1,853 | 28 | 500,688 | 41 | 500,688 | 41 |
| Sharpsville, | 4,066 | 58 | 38,009 | 18 | . . . . | | . . . . . | | 42,075 | 76 | 42,075 | 76 |
| Somerset and Cambria, | 33,190 | 30 | 81,857 | 44 | 1,939 | 56 | 8 | 77 | 116,996 | 17 | . . . . | |
| South Mountain, | 18,352 | 19 | 10,011 | 65 | 1,077 | 39 | 91 | 43 | 29,532 | 66 | . . . . | |
| Southern Pennsylvania, | 8,040 | 80 | 13,815 | 00 | 2,050 | 94 | . . . . . | | 23,906 | 74 | 23,906 | 74 |

*a* Reported as "rents."

TABLE K.—EARNINGS DURING THE YEAR—Continued.

| NAME OF COMPANY. | Passengers. | | Freight. | | Mail and express. | | Miscellaneous. | | Total. | | Proportion in Pennsylvania. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| State Line and Sullivan, | $8,754 | 38 | $53,799 | 92 | $1,681 | 90 | $175 | 30 | $64,411 | 50 | $64,411 | 50 |
| Stony Creek, | 15,503 | 10 | 36,110 | 80 | 440 | 32 | 712 | 72 | 52,766 | 94 | 52,766 | 94 |
| Tioga, | 66,071 | 38 | 392,325 | 58 | 5,589 | 13 | 3,803 | 31 | 467,789 | 40 | 415,896 | 77 |
| Warren and Farnesworth Valley, | 11,859 | 87 | 14,463 | 33 | 1,297 | 65 | 274 | 06 | 27,894 | 91 | . . . | . . |
| Waynesburg and Washington, | 18,232 | 85 | 23,012 | 43 | 2,573 | 43 | 1,199 | 84 | 45,018 | 55 | 45,018 | 55 |
| Western Maryland, | 233,373 | 71 | 321,428 | 56 | 20,627 | 60 | 35,234 | 01 | 610,663 | 88 | . . . . . | . . |
| Wheeling, Pittsburgh and Baltimore, | 34,972 | 52 | 35,676 | 38 | 1,441 | 85 | . . . . | | 72,090 | 75 | . . . . . | . . |
| Williamsport and North Branch, | 3,418 | 51 | 13,611 | 43 | 473 | 99 | 174 | 76 | 17,678 | 69 | 17,678 | 69 |
| Wilmington and Northern, | 62,682 | 48 | 276,516 | 27 | 4,334 | 18 | 3,748 | 31 | 347,281 | 24 | 256,743 | 32 |
| York and Peach Bottom, | 20,180 | 37 | 35,051 | 12 | 1,869 | 61 | 1,198 | 00 | 58,299 | 10 | 58,299 | 10 |
| Total, | $36,974,536 | 57 | $137,491,394 | 77 | $5,213,120 | 93 | $7,616,805 | 02 | $189,387,839 | 02 | $47,969,419 | 98 |

NOTE.—The column devoted to proportion of earnings in Pennsylvania can not be properly filled, because many companies have not given the requisite figures in their reports to this Department.

## TABLE L.—EXPENSES DURING THE YEAR.

| NAME OF COMPANY. | Charged to cost of road, real estate, and equipment. | Charged to conducting transportation. | Charged to maintenance of motive power. | Charged to maintenance of way. | Charged to maintenance of cars. |
|---|---|---|---|---|---|
| Addison and Northern, | . . . . . | $14,996 18 | $6,870 43 | $18,836 61 | $2,019 10 |
| Allegheny Valley, | . . . . . | 357,091 50 | 342,543 58 | 395,744 12 | 211,922 18 |
| Bachman Valley, | . . . . . | 1,149 58 | . . . . . | 3,792 66 | . . . . . |
| Bangor and Portland, | $13,167 55 | 19,650 09 | 8,781 60 | 8,113 01 | 2,162 67 |
| Barclay, | 190 50 | . . . . . | . . . . . | 13,797 82 | 7,042 59 |
| Baltimore and Philadelphia, | . . . . . | 9,762 82 | 8,718 02 | 7,714 34 | 2,279 60 |
| Bell's Gap, | 646,673 60 | 32,389 16 | . . . . . | 21,252 09 | 3,243 31 |
| Berlin, | . . . . . | 2,318 54 | 2,194 10 | 3,297 08 | 206 39 |
| Berlin Branch, | . . . . . | . . . . . | 1,758 40 | 1,608 52 | . . . . . |
| Bradford, Bordell and Kinzua, | 1,272 52 | 18,056 94 | 20,351 05 | 23,775 39 | 3,466 86 |
| Bradford, Eldred and Cuba, | 11,434 86 | 15,128 11 | 26,205 78 | 23,433 35 | 3,370 87 |
| Buffalo, New York and Philadelphia, | [1]2,167,379 34 | 506,984 40 | 425,524 36 | 284,928 57 | 83,781 44 |
| Catasauqua and Fogelsville, | . . . . . | 15,466 51 | 19,795 92 | 9,011 84 | 2,383 36 |
| Chartiers, | . . . . . | 19,200 77 | 18,252 25 | 50,298 17 | . . . . . |
| Clarion, Mahoning and Pittsburgh, | 15,600 00 | . . . . . | . . . . . | . . . . . | . . . . . |
| Cleveland and Pittsburgh, | . . . . . | 597,020 14 | 460,235 11 | 333,145 75 | 250,521 52 |
| Corning, Cowanesque and Antrim, | [2]2,022,184 12 | 82,661 12 | 251,592 20 | 162,765 96 | 61,142 45 |
| Cornwall, | 50,464 08 | 11,547 55 | 15,315 99 | 12,114 51 | 8,995 38 |
| Cumberland Valley, | 5,562 45 | 134,498 65 | 145,295 28 | 217,208 25 | 52,149 91 |
| Delaware and Hudson, | 121,385 42 | 666,277 23 | 278,664 84 | 110,342 72 | 50,493 36 |
| Delaware, Lackawanna and Western, | 393,153 19 | 1,174,859 00 | 1,079,703 18 | 583,362 08 | 629,557 69 |
| Dillsburg and Mechanicsburg, | . . . . . | 5,487 44 | 4,061 68 | 3,771 75 | . . . . . |
| Dunkirk, Allegheny Valley and Pittsburgh, | 313 39 | 151,578 95 | 41,521 30 | 123,023 46 | . . . . . |

[1] Proportion for Pennsylvania, $917,369 51.

[2] Of this amount, $1,250,000 was expended by the Corning, Cowanesque and Antrim Company for extension and improvement of road, bridges, buildings, &c., and $772,184 12 by the Fall Brook Coal Company (lessees and operators) for new locomotives, cars, &c.

TABLE L.—EXPENSES DURING THE YEAR - Continued.

| NAME OF COMPANY. | Charged to cost of road, real estate, and equipment. | Charged to conducting transportation. | Charged to maintenance of motive power. | Charged to maintenance of way. | Charged to maintenance of cars. |
|---|---|---|---|---|---|
| East Broad Top, | | $18,910 02 | $28,881 24 | $27,035 50 | $7,338 78 |
| Elmira and Williamsport, | | 224,809 38 | 193,444 73 | 135,026 65 | 18,759 18 |
| Erie and Pittsburgh, | | 127,328 71 | 105,149 23 | 94,455 20 | 127,427 56 |
| Hanover Junction, Hanover and Gettysburg, | $12,646 59 | 13,704 18 | 24,881 11 | 26,469 55 | 4,355 97 |
| Harrisburg and Potomac, | 140,941 99 | 11,230 06 | 5,565 83 | 27,570 55 | 1,830 46 |
| Huntingdon and Broad Top Mountain, | 32,020 28 | 65,348 20 | 43,425 45 | 89,433 80 | 5,236 35 |
| Ironton, | | 8,470 28 | 4,468 49 | 2,855 35 | 3 34 |
| Jamestown and Franklin, | 4,918 36 | | | | |
| Jersey Shore, Pine Creek and Buffalo, | | 24,626 16 | 26,747 93 | 84,375 10 | 30,547 25 |
| Junction, | | | | 101,773 28 | |
| Lake Shore and Michigan Southern, | 331,000 00 | 4,110,017 97 | 2,938,703 95 | 2,095,491 21 | 822,831 43 |
| Lawrence, | | 53,119 90 | 30,910 87 | 28,668 49 | 2,823 60 |
| Lehigh and Lackawanna, | | 13,886 06 | 15,048 06 | 18,025 66 | |
| Lehigh Valley, | | 2,467,045 08 | 750,888 73 | 1,918,080 31 | 1,039,642 04 |
| Ligonier Valley, | 20,294 64 | 3,208 76 | 2,816 84 | 2,354 07 | 167 98 |
| Little Saw-Mill Run, | 28,211 77 | 8,122 95 | 7,914 17 | 10,416 61 | 5,915 03 |
| Littlestown, | | 4,790 29 | 3,779 45 | 7,785 24 | 1,197 60 |
| Lykens Valley, | | 26,728 95 | 36,423 02 | 25,507 44 | 4,224 99 |
| Meadville, | | 4,955 31 | 5,111 68 | 10,037 15 | 579 54 |
| Monongahela Inclined Plane, | 81,707 89 | | | | |
| Mont Alto, | | 990 69 | 13,423 82 | b15,813 42 | |
| Montrose. | | 9,308 71 | | 5,580 18 | 5,717 94 |
| Moshannon and Clearfield, | 61,467 95 | | | | |
| Mount Pleasant and Broad Ford, | | 732 07 | | | |
| New Castle and Beaver Valley, | 583 30 | 80,136 16 | 42,810 05 | 17,757 78 | 6,613 81 |

b Includes replacing iron with steel.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New York, Chicago and St. Louis, | 3,698,437 | 47 | 603,287 | 70 | 496,046 | 94 | 366,712 | 74 | 91,506 | 48 |
| New York, Lake Erie and Western, | 2,967,616 | 86 | 9,743,721 | 53 | . . . . . | . . | . . . . . | . | 2,733,244 | 73 |
| New York, Pennsylvania and Ohio, | 38,170 | 70 | 889,153 | 21 | 698,835 | 27 | 346,186 | 16 | 238,869 | 15 |
| North-East Pennsylvania, | . . . . . | . . | 18,720 | 53 | . . . . . | . . | 13,388 | 16 | . . . . . | . . |
| Northern Central, | . . . . . | . . | 855,184 | 29 | 718,257 | 14 | 561,025 | 53 | 434,343 | 14 |
| New York, Lake Erie and Western Coal, | 335,285 | 93 | 20,633 | 24 | 26,358 | 92 | 12,463 | 92 | 4 | 04 |
| Pennsylvania, | 2,949,513 | 06 | 6,078,110 | 47 | 5,237,379 | 22 | 3,660,491 | 47 | 2,741,772 | 51 |
| Pennsylvania and New York Canal, | . . . . . | . . | . . . . . | . . | 176,180 | 43 | 261,625 | 24 | . . . . . | . . |
| People's, | . . . . . | . . | 608 | 08 | 2,857 | 96 | 4,510 | 13 | . . . . . | . . |
| Perkiomen, | 6,058 | 93 | 70,243 | 77 | 82,648 | 33 | 70,259 | 62 | . . . . . | . . |
| Philadelphia and Baltimore Central, | 12,327 | 25 | . . | . | . . | . | . . | . | . . . . . | . . |
| Philadelphia and Erie, | . . | . . | 890,418 | 09 | 762,468 | 99 | 626,574 | 62 | 341,361 | 92 |
| Philadelphia and Reading, | 3,139,619 | 97 | 5,343,251 | 78 | 2,813,624 | 67 | 2,870,509 | 12 | 1,848,400 | 82 |
| Philadelphia and Trenton, | 221,411 | 35 | 790,930 | 45 | 472,228 | 75 | 386,997 | 25 | 147,337 | 31 |
| Philadelphia, Newtown and New York, | . . . . . | . . | 23,761 | 31 | 32,071 | 38 | 41,302 | 51 | . . . | |
| Philadelphia, Wilmington and Baltimore, | 103,398 | 55 | 1,649,599 | 08 | 1,121,123 | 88 | 813,535 | 12 | 419,402 | 76 |
| Pittsburgh and Castle Shannon, | 11,500 | 00 | . . . . . | . . | . . . . . | . . | 19,790 | 33, | including c ars. | |
| Pittsburgh and Connellsville, | 503,212 | 83 | 440,466 | 94 | 437,717 | 30 | 224,307 | 06 | 169,100 | 37 |
| Pittsburgh and Lake Erie, | 289,652 | 02 | 228,479 | 05 | 215,295 | 34 | 160,042 | 50 | 156,739 | 72 |
| Pittsburgh and Western, | 1,722,739 | 13 | 151,365 | 83 | . . . . | | 51,394 | 58 | 29,820 | 83 |
| Pittsburgh, Cincinnati and St. Louis, | 739,990 | 52 | 977,194 | 37 | 1,005,483 | 06 | 575,223 | 77 | 431,548 | 17 |
| Pittsburgh, Fort Wayne and Chicago, | . . . . . | . . | 2,530,438 | 99 | 2,013,606 | 83 | 1,126,569 | 50 | 929,166 | 87 |
| Pittsburgh Southern, | . . . . . | | 20,520 | 63 | 21,362 | 07 | 15,306 | 72 | 3,822 | 87 |
| Reading and Columbia, | 4,764 | 97 | 76,414 | 68 | 123,868 | 32 | 78,156 | 90 | 7,587 | 36 |
| Rochester and Pittsburgh, | 15,432,771 | 83 | 124,995 | 69 | 89,120 | 02. | 160,722 | 64 | 13,206 | 54 |
| Salisbury, | . . . . . | . . | 6,252 | 31 | 2,636 | 30 | 6,072 | 36 | 1,714 | 56 |
| Shamokin Valley and Pottsville, | . . . . . | . . | 77,637 | 54 | 64,357 | 90 | 50,718 | 05 | 1,980 | 98 |
| Sharpsville, | . . . . . | . . | 20,610 | 37 | . . . . | | 10,549 | 92 | . . . . | |
| Somerset and Cambria, | . . . . . | | 17,488 | 22 | 12,964 | 20 | 41,223 | 30 | 5,862 | 27 |
| South Mountain, | 1,200 | 00 | 6,267 | 82 | 7,705 | 70 | 6,059 | 62 | 150 | 70 |
| Southern Pennsylvania, | . . . | . | 4,781 | 39 | 6,157 | 63 | 8,224 | 41 | . . . . . | . . |
| State Line and Sullivan, | 1,000 | 00 | 8,720 | 25 | 13,137 | 96 | 20,288 | 05 | 2,086 | 08 |
| Stony Creek, | 50 | 00 | 12,738 | 32 | 17,759 | 28 | 17,211 | 68 | . . . . | . |
| Tioga, | 2,612 | 37 | 62,541 | 55 | 81,163 | 26 | 102,905 | 53 | 34,832 | 46 |
| Warren and Farnesworth Valley, | 34,029 | 48 | 6,566 | 99 | 5,682 | 03 | 6,592 | 99 | 284 | 04 |
| Waynesburg and Washington, | 5,397 | 75 | 5,393 | 25 | 8,135 | 64 | 13,318 | 59 | 1,279 | 13 |
| Western Maryland, | 37,174 | 93 | 152,586 | 38 | 128,328 | 52 | 68,149 | 06 | 25,593 | 96 |
| Wheeling, Pittsburgh and Baltimore, | . . . . . | | 13,164 | 11 | 9,558 | 98 | 14,181 | 47 | 2,705 | 36 |
| Williamsport and North Branch, | 9,413 | 03 | 4,018 | 96 | 2,391 | 64 | 2,647 | 64 | 43 | 06 |
| Wilmington and Northern, | 130,845 | 05 | 155,237 | 80 | . . . . . | . . | 85,306 | 63 | 11,970 | 61 |
| York and Peach Bottom, | 14,486 | 59 | 14,215 | 17 | . . . . . | . . | 23,074 | 21 | 5,552 | 70 |
| Total, | $38,575,259 | 36 | $43,209,274 | 73 | $23,314,293 | 58 | $20,069,466 | 45 | $14,291,243 | 03 |

TABLE L.—EXPENSES DURING THE YEAR—Continued.

| NAME OF COMPANY. | General expenses. | Total operating expenses. | Total expenses. | Per cent. of operating expenses to earnings. | Expenses per mile of road operated. |
|---|---|---|---|---|---|
| Addison and Northern, | $539 22 | $43,261 54 | $43,261 54 | 94.65 | $950 80 |
| Allegheny Valley, | 73,422 59 | 1,380,723 97 | 1,380,723 97 | 59.84 | 5,320 71 |
| Allentown, | 921 01 | . . . . . | 921 01 | . . . . . | . . . . . |
| Bachman Valley, | 7,085 09 | 12,027 33 | 12,027 33 | . . . . . | . . . . . |
| Bangor and Portland, | 10,866 00 | 49,573 37 | 62,740 92 | 93 | 1,982 93 |
| Barclay, | 42,075 36 | 62,915 77 | 63,106 27 | 72.40 | 3,876 51 |
| Baltimore and Philadelphia, | 2,266 46 | 30,741 24 | 30,741 24 | 75.52 | 1,537 06 |
| Bell's Gap, | . . . . . | 56,884 56 | 703,558 16 | 37.84 | 1,896 15 |
| Berlin, | 135 06 | 8,151 17 | 8,151 17 | 109.68 | 799 13 |
| Berlin Branch, | . . . . . | 3,366 92 | 3,366 92 | . . . . . | 480 98⅔ |
| Bradford, Bordell and Kinzua, | 7,517 21 | 73,167 45 | 74,439 97 | 89 | 1,659 50 |
| Bradford, Eldred and Cuba, | 7,892 84 | 76,030 95 | 87,465 81 | . . . . . | 1,416 11 |
| Buffalo, New York and Philadelphia, | 85,970 40 | 1,387,189 17 | 3,554,568 51 | . . . | . . . |
| Catasauqua and Fogelsville, | 6,145 78 | 52,803 41 | 52,803 41 | 42.70 | 2,070 72 |
| Cato and Beech Creek, | . . . . . | . . . . . | . . . . . | . . . . . | 4,303 75 |
| Chartiers, | 2,173 09 | [1]97,953 32 | 97,953 32 | . . . . . | . . . . . |
| Clarion, Mahoning and Pittsburgh, | . . . . . | . . . . . | 15,600 00 | . . . . . | . . . . . |
| Cleveland and Pittsburgh, | 105,071 78 | [2]1,856,866 91 | 1,856,866 91 | . . . . . | . . . . . |
| Colebrookdale, | 502 41 | . . . . . | 502 41 | . . . . . | . . . . . |
| Corning, Cowanesque and Antrim, | 31,739 25 | 589,900 98 | 2,612,085 10 | 82.06 | 6,554 45 |
| Cornwall, | 7,489 18 | 55,462 61 | 105,926 69 | 63⅜ | 2,919 08 |
| Cumberland Valley, | 20,866 42 | 570,018 51 | 575,580 96 | 71.87 | 6,719 81 |
| Delaware and Hudson, | . . . . . | 1,105,778 15 | 1,227,163 57 | 55 | 11,399 67 |
| Delaware, Lackawanna and Western, | 56,966 00 | 3,524,448 61 | 3,917,601 80 | 54.52 | 16,790 28 |
| Dillsburg and Mechanicsburg, | 1,727 04 | 15,047 92 | 15,047 92 | . . . . . | . . . . . |
| Dunkirk, Allegheny Valley and Pittsburgh, | . . . . . | 316,123 71 | 316,437 10 | . . . . . | . . . . . |
| East Broad Top, | 6,291 14 | 88,456 68 | 88,456 68 | 97.37 | 2,948 55 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Elmira and Williamsport, | 9,315 | 88 | 581,355 | 82 | 581,355 | 82 | 65.57 | 7,700 | 08 |
| Erie and Pittsburgh, | 10,741 | 15 | 465,101 | 85 | 465,101 | 85 | 77.60 | 4,604 | 96 |
| Evergreen, | . . . | . | [3]6,898 | 22 | 6,898 | 22 | . . . | . . | . . |
| Greenlick Narrow Gauge, | 4,355 | 23 | 4,355 | 23 | 4,355 | 23 | 88.90 | 10,888 | 81 |
| Hanover Junction, Hanover and Gettysburg, | 2,409 | 07 | 71,999 | 88 | 84,645 | 47 | 72.50 | 2,400 | 00 |
| Harrisburg and Potomac, | 2,690 | 05 | 48,886 | 95 | 189,828 | 94 | 162 | 1,204 | 11 |
| Huntingdon and Broad Top Mountain, | 24,399 | 91 | 227,843 | 71 | 259,863 | 99 | 53.67 | 2,811 | 15 |
| Ironton, | 639 | 31 | 16,436 | 77 | 16,436 | 77 | 36.79 | 1,276 | 64 |
| Jamestown and Franklin, | . . . | . | 87,545 | 49 | 92,463 | 85 | . . . | 1,713 | 22 |
| Jersey Shore, Pine Creek and Buffalo, | 5,032 | 15 | 171,328 | 59 | 171,328 | 59 | 90 | 2,284 | 38 |
| Junction, | 3,456 | 41 | [4]109,256 | 99 | 109,256 | 99 | . . . | . . | . . |
| Lake Shore and Michigan Southern, | 1,034,809 | 06 | 11,001,853 | 62 | 11,332,853 | 62 | 59.43 | 8,210 | 71 |
| Lawrence, | 5,206 | 95 | 120,729 | 81 | 120,729 | 81 | 47.02 | 5,487 | 72 |
| Lehigh and Lackawanna, | 5,812 | 86 | 52,772 | 64 | 52,772 | 64 | 76.30 | . . | . . |
| Lehigh Valley, | . . . | . . | 6,175,656 | 16 | 6,175,656 | 16 | 60 54 | 1,907 | 24 |
| Ligonier Valley, | 1,895 | 41 | 10,443 | 06 | 30,737 | 70 | 43.66 | 994 | 57 |
| Little Saw-Mill Run, | 4,050 | 92 | 36,419 | 68 | 64,631 | 45 | 54.84 | 12,139 | 89 |
| Little Schuylkill Navigation, | . . . | . | . . . | . | . . . | . . | 80 | 1,932 | 96 |
| Littlestown, | 810 | 55 | 18,363 | 13 | 18,363 | 13 | . . . | . . | . . |
| Lykens Valley, | 1,256 | 14 | [5]95,865 | 03 | 95,865 | 03 | 60.10 | 4,778 | 71 |
| Meadville, | 84 | 96 | 20,768 | 64 | 20,768 | 64 | 76.28 | 1,013 | 10 |
| Monongahela Incline, | . . . | . . | 14,947 | 74 | 96,655 | 63 | . . . | . . | . . |
| Mont Alto, | 706 | 39 | 30,934 | 32 | 30,934 | 32 | . . . | 1,517 | 87 |
| Montrose, | 3,558 | 50 | 24,165 | 33 | 24,165 | 33 | 78.75 | 863 | 04 |
| Moshannon and Clearfield, | . . . | . . | . . . | . | 61,467 | 95 | . . . | . . | . . |
| Mount Oliver Incline, | 11,656 | 03 | 11,656 | 03 | 11,656 | 03 | . . . | . . | . . |
| Mount Pleasant and Broad Ford, | 25 | 12 | 757 | 19 | 757 | 19 | 2.13 | . . | . |
| New Castle and Beaver Valley, | 7,622 | 00 | 154,940 | 35 | 155,528 | 65 | 38.17 | 10,329 | 36 |
| New York, Chicago and St. Louis, | 131,740 | 75 | 1,689,294 | 61 | 5,387,732 | 08 | 72.66 | 3,229 | 76 |
| New York, Lake Erie and Western, | . . . | . | 12,476,966 | 26 | 15,444,583 | 12 | . . . | . . | . . |
| New York, Pennsylvania and Ohio, | 267,238 | 58 | [6]2,440,282 | 37 | 2,478,453 | 07 | . . . | 4,281 | 93 |
| North-East Pennsylvania, | 258 | 03 | 32,366 | 72 | 32,366 | 72 | . . . | . . | . . |
| Northern Central, | 42,347 | 52 | 2,611,157 | 62 | 2,611,157 | 62 | 63.21 | 18,785 | 31 |
| New York, Lake Erie and Western Coal, | 346 | 93 | 59,807 | 05 | 395,092 | 98 | 38.69 | 1,789 | 56 |
| Oil City and Ridgway, | . . . | . . | 21,542 | 40 | 21,542 | 40 | . . . | . . | . . |
| Pennsylvania, | 603,659 | 89 | 18,321,413 | 56 | 21,270,926 | 62 | . . . | . . | . . |
| Pennsylvania and New York, | 727,031 | 46 | 1,164,837 | 13 | 1,164,837 | 13 | 54.4 | . . | . . |

[1] Including $8,029 04 "for hire of equipment." [2] Including $110,872 61 for "lease of Pittsburgh, Fort Wayne and Chicago Railway and interest on improvements." [3] Including expenses incurred for alterations and construction during the year. [4] Including $4,027 30 State taxes. [5] $1,724 49 reported by the Lykens Valley Company, and $94,140 54 by the Northern Central, which operates the road. [6] For seven months ending April 30, 1883, the main line, branches, and leased lines of this company having been leased to the New York, Lake Erie and Western Company May 1, 1883.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

| NAME OF COMPANY. | General expenses. | | Total operating expenses. | | Total expenses. | | Per cent. of operating expenses to earnings. | Expenses per mile of road operated. | |
|---|---|---|---|---|---|---|---|---|---|
| Pennsylvania Company, | $100,340 | 02 | . . . . . | . . | $100,340 | 02 | . . . . . | . . . . . | . . |
| People's, | 1,089 | 60 | $9,065 | 77 | 9,065 | 77 | . . . . . | . . . . . | . . |
| Perkiomen, | 10,877 | 53 | 234,029 | 25 | 240,088 | 18 | 65.75 | $6,078 | 68 |
| Philadelphia and Baltimore Central, | . . . . . | . . | . . . . . | . . | 12,327 | 25 | . . . . . | . . . . . | . . |
| Philadelphia and Erie, | . . . . . | . . | 2,620,823 | 62 | 2,620,823 | 62 | 63.80 | . . . . . | . . |
| Philadelphia and Reading, | 7,621,078 | 94 | [1]20,496,865 | 33 | 23,636,485 | 30 | 71 | 18,315 | 47 |
| Philadelphia and Trenton, | 25,864 | 25 | 1,823,358 | 01 | 2,044,769 | 36 | . . . . . | . . . . . | . . |
| Philadelphia, Newtown and New York, | 5,124 | 28 | 102,259 | 48 | 102,259 | 48 | . . . . . | 4,892 | 32 |
| Philadelphia, Wilmington and Baltimore, | 62,114 | 21 | 4,065,775 | 05 | 4,169,173 | 60 | . . . . . | . . . . . | . . |
| Pickering Valley, | . . . . . | . . | . . . . . | . . | 453 | 44 | . . . . . | . . . . . | . . |
| Pittsburgh and Castle Shannon, | 163,930 | 36 | 183,720 | 69 | 195,220 | 69 | 89 | 30,620 | 11 |
| Pittsburgh and Connellsville, | 63,305 | 88 | 1,334,897 | 55 | 1,838,110 | 38 | 47.45 | 7,792 | 75 |
| Pittsburgh and Lake Erie, | 59,203 | 09 | 819,759 | 70 | 1,109,411 | 72 | 58.40 | 11,652 | 59 |
| Pittsburgh and Western, | 32,327 | 22 | 264,908 | 46 | 1,987,647 | 59 | 77.24 | 1,120 | 70 |
| Pittsburgh, Cincinnati and St. Louis, | 115,844 | 37 | 3,105,293 | 74 | 3,845,284 | 26 | 67.26 | 15,495 | 47 |
| Pittsburgh, Fort Wayne and Chicago, | 339,491 | 33 | 6,939,273 | 52 | 6,939,273 | 52 | 64.34 | 14,828 | 43 |
| Pittsburgh Southern, | 3,036 | 64 | 64,048 | 93 | 64,048 | 93 | 93 | 1,167 | 50 |
| Reading and Columbia, | 37,011 | 17 | 323,038 | 43 | 327,803 | 40 | 70.77 | 5,107 | 33 |
| Rochester and Pittsburgh, | 54,988 | 24 | 443,033 | 13 | 15,875,804 | 96 | . . . . . | . . . . . | . . |
| Salisbury, | 973 | 24 | 17,648 | 77 | 17,648 | 77 | 58.83 | 1,470 | 73 |
| Shamokin Valley and Pottsville, | 5,146 | 37 | 199,840 | 84 | 199,840 | 84 | 39.91 | 7,320 | 18 |
| Sharpsville, | 1,523 | 58 | 32,683 | 87 | 32,683 | 87 | 77.68 | . . . . . | . . |
| Somerset and Cambria, | 1,282 | 24 | 78,820 | 23 | 78,820 | 23 | . . . . . | . . . . . | . . |
| South Mountain, | . . . . . | . . | 20,183 | 84 | 21,383 | 84 | 67 | 1,747 | 67 |
| Southern Pennsylvania, | 438 | 94 | 19,602 | 37 | 19,602 | 37 | 82 | 933 | 45 |
| State Line and Sullivan, | . . . . . | . . | 44,232 | 34 | 45,232 | 34 | 68.70 | 1,843 | 01 |
| Stony Creek, | 4,018 | 43 | 51,727 | 72 | 51,777 | 72 | 98 | 4,639 | 26 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Tioga, | 13,894 | 21 | 295,337 | 01 | 297,949 | 38 | 63 | 4,434 | 49 |
| Warren and Farnesworth Valley, | 5,634 | 89 | 24,760 | 94 | 58,790 | 42 | 88.70 | 2,427 | 54 |
| Waynesburg and Washington, | 3,964 | 16 | 32,090 | 77 | 37,488 | 52 | 71.25 | 1,146 | 10 |
| Western Maryland, | 25,331 | 31 | 399,989 | 23 | 437,164 | 16 | 65.50 | . . | . . |
| Wheeling, Pittsburgh and Baltimore, | 460 | 30 | 40,070 | 22 | 40,070 | 22 | 55.50 | 1,252 | 08 |
| Williamsport and North Branch, | 2,806 | 08 | 11,907 | 38 | 21,320 | 41 | . . . . . | . . . . . | . . |
| Wilmington and Northern, | 24,599 | 84 | 277,114 | 88 | 407,959 | 93 | 81.18 | 3,236 | 51 |
| York and Peach Bottom, | 5,994 | 68 | 48,836 | 76 | 63,323 | 35 | 83.75 | 1,220 | 92 |
| Total, | $12,212,515 | 94 | $114,260,842 | 03 | $152,928,307 | 27 | . . . . . | . . . . . | . . |

[1] Deduct "proportion of materials received from Central Railroad of New Jersey on account of lease May 29, 1883, $150,000," which reduces total by this amount.

## TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS.

| NAME OF COMPANY. | Names of Express Companies that run on the road. | Compensation received from Express Companies. | Compensation received from United States for transportation of mails per mile per annum. |
|---|---|---|---|
| Addison and Northern, | United States, | 25 cents per 100 lbs. going north, 20 cents per 100 lbs. going south. | $440 86 per quarter. |
| Allegheny Valley, | Adams, | 40 per cent. of gross receipts, | 23,936 96 per annum. |
| Bachman Valley, | Adams, | Pro rata with Hanover Junction and Hanover and Gettysburg. | 54 72 per mile. |
| Baltimore and Cumberland Valley, | Adams, | Contract with Western Maryland, | 42 75 per mile per annum. |
| Baltimore and Cumberland Valley Extension. | Adams, | do. do. | 42 75 per mile per annum. |
| Bangor and Portland, | Delaware, Lackawanna and Western. | One third on earnings, | 42 75 per mile per annum. |
| Barclay, | | | 661 48 per annum. |
| Baltimore and Philadelphia, | | | 878 52 per annum. |
| Bell's Gap, | | | 1,012 74 per annum. |
| Berlin, | Baltimore and Ohio, | Baltimore and Ohio operates the road, | 389 per annum. |
| Berlin Branch, | | | 77 05 per quarter. |
| Buffalo, Bradford and Pittsburgh, | United States, | By New York, Lake Erie and Western railroad. | |
| Buffalo, New York and Philadelphia, | American, | Per classification per weight, | 28,128 76 per annum. |
| Catasauqua and Fogelsville, | Philadelphia and Reading Railroad Company's. | One third of gross receipts. | |
| Chartiers, | Adams, | 40 per cent. of gross receipts, | 76 10 per mile per annum. |
| Cleveland and Pittsburgh, | Adams, | $40,000 per annum, | 30,888 60 per annum. |
| Corning, Cowanesque and Antrim, | American, | From 10 to 18 cents per 100 pounds, | 4,416 56 per annum. |
| Cornwall, | Philadelphia and Reading Company's. | 75 per cent. of proceeds, | 240 per annum. |
| Cumberland Valley, | Adams, | Percentage of gross receipts, | 8,450 per annum. |
| Delaware and Hudson, | Delaware, Lackawanna and Western, & U. S. & Canada. | One half of gross receipts from Delaware, Lackawanna and Western. | 1,965 51 per annum. |
| Delaware, Lackawanna and Western, | Delaware, Lackawanna and Western. | $2,600 per month, | 20,000 per annum. |
| Dillsburg and Mechanicsburg, | Adams, | Percentage of gross receipts, | 378 33 per annum. |
| Dunkirk, Allegheny Valley and Pittsburgh. | American, | Stated sum per diem and various rates on excess weight. | 5,378 44 per annum. |
| East Broad Top, | None on the road, | | 1,285 04 per annum. |

| | | | |
|---|---|---|---|
| Elmira and Williamsport, | Adams, | A fixed percentage of gross receipts, | 128 25 for 79.71 miles. |
| Erie and Pittsburgh, | Adams, | 40 per cent. of gross receipts on general merchandise and money business; 70 per cent. of gross receipts on oyster business. | 7,638 18 per annum. |
| Fayette County, | Baltimore and Ohio, | Paid to Pittsburgh and Connellsville railroad, lessee. | |
| Hanover Junction, Hanover and Gettysburg. | Adams, | A through rate of 18 cents per 100 pounds in railroad company's cars. | 2,064 00 per annum. |
| Harrisburg and Potomac, | Adams, | 10 cents per 100 pounds, | Regulated by U. S. Government. |
| Huntington and Broad Top Mountain. | Adams, | 22 cents per 100 pounds, | 3,622 88 per annum. |
| Jamestown and Franklin, | American, | Under agreement made with lessee, | Under arrangements with lessee. |
| Jefferson, | United States, | Under contract with New York, Lake Erie and Western Railroad Company. | |
| Jersey Shore, Pine Creek and Buffalo, | American, | Terms not agreed upon, | Not adjusted by U. S. |
| Junction, | | 80 cents per car per mile, | 2,160 00 per annum. |
| Lake Shore and Michigan Southern, | *American & United States, | | 711,119 12 per annum. |
| Lawrence, | Adams, | 40 per cent. of gross receipts for general merchandise and money business; 70 per cent. of gross receipts for oyster business. | 997 64 per annum. |
| Lehigh and Lackawanna, | Philadelphia and Reading, | Regular rates, | 42 75 per mile per annum. |
| Lehigh Valley, | Central and Philadelphia and Reading. | | |
| Ligonier Valley, | | | 456 14 per annum. |
| Littlestown, | Adams, | Contract with Pennsylvania Railroad Company | Contract with Pennsylvania Railroad Company. |
| Lykens Valley, | Adams, | Fixed percentage of gross receipts, | 901 60 per annum. |
| Mcadville, | Adams, | 40 per cent. on general merchandise and money, and 70 per cent. on oysters. | 880 40 per annum. |
| Mont Alto, | Adams, | 40 per cent. of gross receipts, | 1,001 64 per annum. |
| Montrose, | Central, | One sixth ($\frac{1}{6}$) of gross receipts, | 1,208 54 per annum. |
| Mount Pleasant and Broad Ford, | Baltimore and Ohio, | Operated by Baltimore and Ohio railroad, | 446 72 per annum. |
| New Castle and Beaver Valley, | Adams, | 40 per cent. of gross receipts for general merchandise and money business; 70 per cent. of gross receipts for oyster business. | 1,570 00 per annum. |
| New York, Chicago and St. Louis, | None in Pennsylvania. | | |

*American pays $168 per day for 24,000 pounds through freight between Cleveland and Buffalo, and 15 to 75 cents per 100 pounds for way freight; United States pays $250 per day for 16,000 pounds through freight between Cleveland and Chicago, and from 10 to 70 cents per 100 pounds for way freight.

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS—Continued.

| NAME OF COMPANY. | Names of Express Companies that run on the road. | Compensation received from Express Company. | Compensation received from United States for transportation of mails per mile per annum. |
|---|---|---|---|
| New York, Pennsylvania and Ohio, | United States and Adams, | United States pays double first-class rates on local and on business to and from all points west of this line, and about one and one half second-class rates on business to and from points east of this line. The Adams, which only runs on Niles and New Lisbon railroad, pays 27 cents per 100 pounds between all points on that road. | $27,727 47 for seven months ending 30th April. |
| North-East Pennsylvania, | | See report of Philadelphia and Reading, | 518 47 received for the year. |
| Northern Central, | Adams, | Fixed percentage of gross receipts, | 216 52 per mile dependent on the amount of service performed. |
| New York, Lake Erie and Western Coal. | United States, | Under contract with New York, Lake Erie and Western Railroad Company. | |
| Pennsylvania, | Adams, | Railroad company furnishes cars and motive power, for which express pays a percentage of its gross receipts. | A rate per mile per annum regulated by Government according to weight. |
| Perkiomen, | Perkiomen R. R. Company, | Transacts own express business, | 1,639 72 per annum. |
| Philadelphia and Erie, | Adams, | Pennsylvania Railroad Company furnishes cars and motive power, for which express company pays a percentage of its gross receipts. | A rate per mile per annum regulated by Government according to weight. |
| Philadelphia and Reading, | Philadelphia and Reading Railroad Company. | Transacts its own express business, | 68,113 10 per annum. |
| Philadelphia and Trenton, | Adams, | Pennsylvania Railroad Company furnishes cars and motive power, for which express company pays a percentage of its gross receipts. | A rate per mile per annum regulated according to weight. |
| Philadelphia, Newtown and New York. | | Railroad company transacts its own express business. | 1,157 52 per annum. |
| Philadelphia, Wilmington and Baltimore. | Adams, | At a specified rate per 100 pounds, with a minimum rate per month. | A rate per mile per annum regulated according to weight. |
| | Baltimore and Ohio, | At a fixed rate per month. | |

| | | | |
|---|---|---|---|
| Pittsburgh and Castle Shannon, . . | . . . . . | . . . . . | 257 36 per annum. |
| Pittsburgh and Connellsville, . . . | Baltimore and Ohio, . . . . | By "Baltimore and Ohio Railroad Company," | 16,916 12 per annum. |
| Pittsburgh and Lake Erie, . . . . . | American, . . . . . | $45 per day, . . . . . | 10,613 25 per annum. |
| Pittsburgh and Western, . . . . . | Pittsburgh and Western and United States. | . . . . . | 1,922 66 per annum. |
| Pittsburgh, Cincinnati and St. Louis, | Adams, . . . . . | 40 per cent. of gross receipts from all sources, excepting oyster traffic; 70 per cent. of gross receipts from oyster traffic. | 887 83 per mile per annum betweeen Pittsburgh and Columbus; $48 74 per mile per annum between Cadiz Junction and Cadiz. |
| Pittsburgh, Fort Wayne and Chicago, | Adams, . . . . . | 40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business. | 180,523 92 per annum. |
| Pittsburgh Southern, . . . . . | Baltimore and Ohio, . . . . | By "Baltimore and Ohio Railroad Company," | 1,483 per annum. |
| Reading and Columbia, . . . . . | Philadelphia and Reading, | "Our company receives the entire earnings of our road." | 3,063 80 per annum. |
| Rochester and Pittsburgh, . . . . . | American. | | |
| Salisbury, . . . . . | Baltimore and Ohio, . . . . | By "Baltimore and Ohio Railroad Company," | None carried. |
| Shamokin Valley and Pottsville, . . | Adams, . . . . . | A fixed per cent. of gross receipts, . . . . . | 42 75 per mile, dependent on amount of service performed. No contract with post-office department. |
| Sharpsville, . . . . . | United States, . . . . . | Not stated. | |
| Somerset and Cambria, . . . . . | Baltimore and Ohio, . . . . | By "Baltimore and Ohio Railroad Company," | 1,939 56 per annum. |
| South Mountain, . . . . . | Adams, . . . . . | 5 cents per hundred pounds, . . . . . | 987 73 per annum. |
| Southern Pennsylvania, . . . . . | Adams, . . . . . | Not stated, . . . . . | 938 78 per annum. |
| State Line and Sullivan, . . . . . | Does its own express business. | . . . . . | 1,000 40 per annum. |
| Stony Creek, . . . . . | . . . . . | . . . . . | 440 32 per annum. |
| Tioga, . . . . . | United States, . . . . . | 10 to 25 cents per 100 pounds from different stations. | 66 69 per mile on main line; 42 75 per mile on branches. |
| Warren and Farnesworth Valley, . | Adams, . . . . . | 20 cents per hundred pounds for through shipments. | 447 59 per annum. |
| Waynesburg and Washington, . . . | Adams, . . . . . | 25 cents per 100 pounds for all freight shipped and $20 per month on account of messenger. | 1,786 24. |
| Western Maryland, . . . . . | Adams, . . . . . | . . . . . | 76 10 per mile per annum. |
| Wheeling, Pittsburgh and Baltimore, | Baltimore and Ohio, . . . . | By "Baltimore and Ohio Railroad Company," | 1,441 85 per annum. |
| Williamsport and North Branch, . . | Philadelphia and Reading, | . . . . . | 245 36 per annum. |
| Wilmington and Northern, . . . . . | Adams, . . . . . | . . . . . | 3,124 16 per annum. |
| Wind Gap and Delaware, . . . . . | Adams, . . . . . | Local, 24 cents per 100 pounds; foreign, 12 cents per 100 pounds. | 162 75 per month since July. |

## TABLE N.—ACCIDENTS.

Fig. 1 denotes from causes beyond their own control. Fig. 2 denotes from their own misconduct or carelessness.

| NAME OF COMPANY. | PASSENGERS. | | | | EMPLOYEES. | | | | OTHERS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Killed. | | Injured. | | Killed. | | Injured. | | Killed. | | Injured. | | Killed. | Injured. |
| | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | | |
| Addison and Northern, | | | | | | | 1 | | | | | | | 1 |
| Allegheny Valley, | | | | 1 | 7 | 1 | 11 | 2 | 1 | 5 | 2 | 5 | 14 | 21 |
| Bangor and Portland, | | | | | 1 | | | | | | | | 1 | |
| Barclay, | | | 1 | | | | | 2 | | | | | | 3 |
| Baltimore and Philadelphia, | | | | | | | | | | | | 2 | | 2 |
| Bell's Gap, | | | | | | 2 | | | | | | | 2 | |
| Bradford, Bordell and Kinzua, | | | | | | 1 | | | | | | | 1 | |
| Bradford, Eldred and Cuba, | | | | | | | | 2 | | | | | | 2 |
| Buffalo, Bradford and Pittsburgh, | 5 | | 16 | 1 | 5 | | 20 | | | | | | 10 | 37 |
| Buffalo, New York and Philadelphia, | 1 | | 16 | | 15 | | 31 | | 9 | | 2 | | *25 | *49 |
| Chartiers, | | | | | 1 | | | | | | | | 1 | |
| Cleveland and Pittsburgh, | | | | 1 | 1 | | 6 | 1 | | | | 2 | 1 | 10 |
| Corning, Cowanesque and Antrim, | | | | | 3 | 9 | | | | 2 | | | 5 | 9 |
| Cumberland Valley, | | | | 2 | | 2 | | 3 | | 1 | | 1 | 3 | 6 |
| Danville and Shamokin, | | | | | 1 | 1 | 7 | 1 | | 6 | | 5 | 8 | 13 |
| Delaware, Lackawanna and Western, | | | | | | 12 | 4 | 66 | | 13 | | 15 | 25 | 85 |
| Dunkirk, Allegheny Valley and Pittsburgh, | | | | | | | | 8 | | 2 | | | 2 | 8 |
| East Broad Top, | | | | | | | | 2 | | | | | | 2 |
| Elmira and Williamsport, | | | | | | | | 11 | | 2 | | 1 | 2 | 12 |
| Erie and Pittsburgh, | | | | | 1 | | 2 | 4 | | | | 2 | 3 | 6 |
| Hanover Junction, Hanover and Gettysburg, | | | | | | | | 1 | | | | | | 1 |
| Huntingdon and Broad Top Mountain, | | | | | | 1 | 3 | 5 | | | | | 1 | 8 |
| Ironton, | | | | | | 1 | | | | | | | 1 | |
| Jefferson, | | | 1 | | 1 | | 9 | | | 2 | | 1 | 3 | 11 |
| Jersey Shore, Pine Creek and Buffalo, | | | | | | 1 | 1 | 3 | | 1 | | | 2 | 4 |
| Lake Shore and Michigan Southern, | | | | | 1 | | 4 | 5 | 1 | 2 | 1 | 4 | 3 | 14 |
| Lawrence, | | | | | | | 2 | 2 | | 1 | | 2 | 1 | 6 |
| Lehigh Valley, | 2 | | 2 | | 17 | | 25 | | | 34 | | 8 | 53 | 35 |
| Lykens Valley, | | | | | | | | 1 | | | | | | 1 |
| Meadville, | | | | | | 2 | | | | | | | 2 | |
| Mont Alto, | | | | | | | | | | 1 | | 1 | 1 | 1 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Castle and Beaver Valley, | | | | | | | 2 | 3 | | 2 | | | 2 | 5 |
| New York, Chicago and St. Louis, | | | | | 3 | 4 | 14 | 19 | | 12 | | 14 | 19 | 47 |
| New York, Lake Erie and Western, | 9 | | 45 | | 65 | | 381 | | 74 | | 72 | | *148 | *498 |
| New York, Pennsylvania and Ohio, | | 1 | | | 2 | | 2 | 4 | | 3 | | | 6 | 6 |
| Northern Central, | | | | | 1 | 1 | 4 | 16 | | 3 | | 4 | 5 | 24 |
| New York, Lake Erie and Western Coal, | | | | 1 | 1 | | 6 | | | | | | 1 | 7 |
| Pennsylvania, | 1 | 8 | 26 | 11 | 5 | 71 | 89 | 571 | | 111 | | 211 | 196 | 908 |
| Pennsylvania and New York, | | | | | 3 | 4 | 3 | 8 | | 2 | | 1 | 9 | 12 |
| Pennsylvania Coal, | | | | | | | | | | | | | 8 | 6 |
| Perkiomen, | | | | | | | | | | 2 | | 2 | 2 | 2 |
| Philadelphia and Erie, | | | | | 1 | 8 | 3 | 65 | | | | 18 | 9 | 86 |
| Philadelphia and Reading, | | 4 | | 4 | 19 | 11 | 40 | 5 | 9 | 66 | 7 | 29 | 109 | 85 |
| Philadelphia and Trenton, | | | 2 | 1 | | 2 | 2 | 24 | | 20 | 1 | 15 | 22 | 45 |
| Philadelphia, Wilmington and Baltimore, | | 1 | | | | 5 | | | | 8 | | 2 | 14 | 2 |
| Pittsburgh and Connellsville, | | | | | 12 | 3 | 45 | 4 | | 43 | | 36 | 58 | 75 |
| Pittsburgh and Lake Erie, | | | | | 3 | 1 | 3 | 4 | | 4 | | 2 | 8 | 9 |
| Pittsburgh and Western, | | | | | 4 | 3 | | | | 2 | | | 9 | |
| Pittsburgh, Cincinnati and St. Louis, | | 1 | | | 1 | 6 | | 12 | | 8 | | 4 | 16 | 16 |
| Pittsburgh, Fort Wayne and Chicago, | | | 2 | | 5 | 12 | 19 | 125 | 2 | 38 | 2 | 30 | 57 | 178 |
| Pittsburgh Southern, | | | | | 2 | | 1 | | | | | | 2 | 1 |
| Reading and Columbia, | | | | | | 3 | | 4 | | | | 2 | 3 | 6 |
| Rochester and Pittsburgh, | 4 | | 7 | | | 3 | | 1 | | | | | 7 | 8 |
| Shamokin Valley and Pottsville, | | | | | | 1 | 6 | 3 | | 3 | | 8 | 4 | 17 |
| Somerset and Cambria, | | | | | | | | | | | 1 | | | 1 |
| State Line and Sullivan, | | | | | 1 | | | | | | | | 1 | |
| Tioga, | | | | | | | | | | | | | | |
| Waynesburg and Washington, | | | 1 | | | | 3 | 4 | | 1 | | 2 | 1 | 9 |
| Western Maryland, | | | | | | | | | | | | | | 1 |
| Williamsport and North Branch, | 1 | 1 | | 2 | 3 | | 1 | 6 | | 3 | | 1 | 8 | 10 |
| Wilmington and Northern, | | | | | | | | 2 | | | | | | 2 |
| | | | | 1 | 1 | 2 | 3 | 14 | | 1 | | | 4 | 18 |
| Total, | 23 | 16 | 119 | 24 | 186 | 172 | 695 | 1,012 | 96 | 389 | 88 | 431 | 948 | 2,425 |

*The report of the company does not state how many of these were killed or injured from causes beyond their own control or from their own carelessness.

## COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Addison and Northern, | | | | | $242,700 00 |
| Allegheny Valley, | $2,166,500 00 | $2,166,500 00 | $2,166,500 00 | $2,166,500 00 | 2,166,500 00 |
| Allentown, | 1,268,884 47 | 1,268,884 47 | 1,268,884 47 | 1,268,884 47 | 1,268,884 47 |
| Atlantic and Great Western, | 34,675,804 00 | | | | |
| Arnot and Pine Creek, | | | | 255,000 00 | 250,000 00 |
| Buffalo, Pittsburgh and Western, | | | 10,107,050 00 | 10,108,000 00 | |
| Baltimore and Cumberland Valley, | | | 76,700 00 | 76,700 00 | 76,700 00 |
| Baltimore and Cumberland Valley Extension, | | | 230,000 00 | 270,000 00 | 270,000 00 |
| Bachman Valley, | 66,792 31 | 66,792 31 | 66,792 31 | 66,792 31 | 66,792 31 |
| Bald Eagle Valley, | 550,000 00 | 550,000 00 | 850,050 00 | 850,050 00 | 850,050 00 |
| Baltimore and Philadelphia, | | | | | 3,000,000 00 |
| Bangor and Portland, | | | 47,000 00 | 125,000 00 | 121,100 00 |
| Barclay, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Bellefonte and Snow Shoe, | 600,000 00 | 600,000 00 | | | |
| Bedford and Bridgeport, | 599,400 00 | 599,650 00 | 599,650 00 | 599,650 00 | 599,650 00 |
| Bethlehem and Belvidere, | | | 10,000 00 | 10,000 00 | 10,000 00 |
| Berlin, | 5,000 00 | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 |
| Bell's Gap, | 200,000 00 | 325,000 00 | 350,000 00 | 350,000 00 | 550,000 00 |
| Berlin Branch, | 42,693 85 | 42,741 09 | 43,101 42 | 43,104 44 | 43,192 32 |
| Bradford, | | | | 100,000 00 | 100,000 00 |
| Brockwayville and Punxsutawney, | | | | | 250,000 00 |
| Buffalo, Bradford and Pittsburgh, | | | 2,286,400 00 | 2,286,400 00 | 2,286,400 00 |
| Buffalo, New York and Philadelphia, | 2,004,350 00 | 2,125,650 00 | 2,343,100 00 | 7,000,000 00 | 20,319,069 47 |
| Bradford, Richburg and Cuba, | | | 3,100 00 | 3,000 00 | 3,100 00 |
| Bradford, Bordell and Kinzua, | | | 250,000 00 | 250,000 00 | 250,000 00 |
| Brownsville, | 186,850 00 | | | | |
| Bradford, Bordell and Smethport, | | | 100,000 00 | 100,000 00 | 100,000 00 |
| Brownsville and New Haven, | | | 60,000 00 | | |
| Bradford, Eldred and Cuba, | | | | 480,000 00 | 480,000 00 |
| Brandy Camp, | | 25,000 50 | 25,000 50 | 50,000 00 | 50,000 00 |
| Catasauqua and Fogelsville, | 426,900 00 | 426,900 00 | 426,900 00 | 426,900 00 | 426,900 00 |
| Catawissa, | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 |
| Chartiers, | 648,763 00 | 647,313 00 | 647,800 00 | 647,850 00 | 647,850 00 |
| Chester Creek, | 185,000 00 | 185,000 00 | 185,000 00 | 185,000 00 | 185,000 00 |
| Clearfield, Chest Creek and Western, | | | | | 30,000 00 |
| Chester and Delaware River, | 39,550 00 | 39,550 00 | 39,550 00 | 39,550 00 | 39,550 00 |
| Chester Valley, | 871,900 00 | 871,900 00 | 871,900 00 | 871,900 00 | 871,900 00 |
| Chestnut Hill, | 120,650 00 | 120,650 00 | 120,650 00 | 120,650 00 | 120,650 00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Clarion, Mahoning and Pittsburgh, | | | | | | | | | | 37,920 | 00 | |
| Cleveland and Pittsburgh, | 11,233,200 | 00 | 11,233,400 | 00 | 11,233,650 | 00 | 11,235,400 | 00 | 11,235,800 | 00 | | |
| Colebrookdale, | 297,215 | 00 | 297,215 | 00 | 297,215 | 00 | 297,215 | 15 | 297,215 | 15 | | |
| Columbia and Port Deposit, | 498,827 | 11 | 497,100 | 00 | 497,100 | 00 | 497,100 | 00 | 497,100 | 00 | | |
| Connecting, | 1,278,300 | 00 | 1,278,300 | 00 | 1,278,300 | 00 | 1,278,300 | 00 | 1,278,300 | 00 | | |
| Corning, Cowanesque and Antrim, | 1,900,000 | 00 | 1,900,000 | 00 | 1,900,000 | 00 | 2,000,000 | 00 | 2,000,000 | 00 | | |
| Cornwall, | 300,000 | 00 | 300,000 | 00 | 300,000 | 00 | 300,000 | 00 | 300,000 | 00 | | |
| Cumberland Valley, | 1,777,850 | 00 | 1,777,850 | 00 | 1,777,850 | 00 | 1,777,850 | 00 | 1,777,850 | 00 | | |
| Danville and Riverside, | 3,790 | 00 | 3,790 | 00 | 3,790 | 00 | 3,790 | 00 | 3,790 | 00 | | |
| Danville and Shamokin, | 200,000 | 00 | 26,710 | 00 | 26,710 | 00 | 26,710 | 00 | 26,710 | 00 | | |
| Delaware, Lackawanna and Western, | 26,200,000 | 00 | 26,200,000 | 00 | 26,200,000 | 00 | 26,200,000 | 00 | 26,200,000 | 00 | | |
| Delaware River and Lancaster, | 17,200 | 00 | | | | | | | 16,380 | 00 | | |
| Dillsburg and Mechanicsburg, | 52,564 | 06 | 52,564 | 06 | 53,437 | 17 | 53,993 | 37 | 54,093 | 37 | | |
| Dunkirk, Allegheny Valley and Pittsburgh, | 1,300,000 | 00 | 1,300,000 | 00 | 1,300,000 | 00 | 1,300,000 | 00 | 1,300,000 | 00 | | |
| Driftwood and Western, | | | | | | | | | 4,500 | 00 | | |
| Delaware and Western, | 248,400 | 00 | 248,400 | 00 | 250,000 | 00 | 250,000 | 00 | | | | |
| East Brandywine and Waynesburg, | 156,898 | 00 | 155,450 | 00 | 155,450 | 00 | 155,450 | 00 | 155,450 | 00 | | |
| East Broad Top, | 549,248 | 00 | 549,248 | 00 | 549,248 | 00 | 549,248 | 00 | 796,448 | 00 | | |
| East Mahanoy, | 392,550 | 00 | 392,550 | 00 | 392,550 | 00 | 392,550 | 00 | 392,550 | 00 | | |
| East Pennsylvania, | 1,709,550 | 00 | 1,709,550 | 00 | 1,709,550 | 00 | 1,709,550 | 00 | 1,709,550 | 00 | | |
| Ebensburg and Cresson, | 42,000 | 00 | 42,000 | 00 | 42,000 | 00 | 42,000 | 00 | 42,000 | 00 | | |
| Edgewood, | 15,000 | 00 | 15,000 | 00 | 15,000 | 00 | 15,000 | 00 | 15,000 | 00 | | |
| Elmira and Williamsport, | 1,000,000 | 00 | 1,000,000 | 00 | 1,000,000 | 00 | 1,000,000 | 00 | 1,000,000 | 00 | | |
| Erie and Pittsburgh, | 1,101,550 | 00 | 1,101,550 | 00 | 1,101,550 | 00 | 1,101,550 | 00 | 1,101,550 | 00 | | |
| Evergreen, | | | | | 250,000 | 00 | 250,000 | 00 | 25,000 | 00 | | |
| Emlenton, Shippenville and Clarion, | 150,000 | 00 | 150,000 | 00 | 150,000 | 00 | | | | | | |
| Fayette County, | 125,395 | 71 | 125,395 | 71 | 125,395 | 71 | 125,395 | 71 | 125,395 | 71 | | |
| Foxburg, St. Petersburg and Clarion, | 97,847 | 50 | 97,817 | 50 | 97,817 | 50 | | | | | | |
| Frankford and Holmesburg, | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | | |
| Geneva, Horuellsville and Pine Creek, | 382,175 | 00 | 382,175 | 00 | | | | | | | | |
| Germantown and Chestnut Hill, | 50,000 | 00 | 50,000 | 00 | | | | | | | | |
| Gold and Driftwood, | | | | | | | | | 17,600 | 00 | | |
| Gettysburg and Harrisburg, | | | | | | | | | 250,000 | 00 | | |
| Greenlick Narrow Gauge, | 31,650 | 00 | 31,650 | 00 | 31,650 | 00 | 31,650 | 00 | 31,650 | 00 | | |
| Hanover and York, | 207,300 | 00 | 207,200 | 00 | 207,350 | 00 | 213,150 | 00 | 220,750 | 00 | | |
| Hanover Junction, Hanover and Gettysburg, | 116,850 | 00 | 116,850 | 00 | 116,850 | 00 | 116,850 | 00 | 116,850 | 00 | | |
| Hanover Junction and Susquehanna, | 93,576 | 91 | 97,577 | 21 | | | | | | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,182,550 | 00 | 1,182,550 | 00 | 1,182,550 | 00 | 1,182,550 | 00 | 1,182,550 | 00 | | |
| Harrisburg and Potomac, | 379,165 | 20 | 379,165 | 20 | 379,165 | 20 | 379,165 | 20 | 379,165 | 20 | | |
| Huntingdon and Broad Top Mountain, | 2,106,500 | 00 | 2,127,100 | 00 | 3,189,450 | 00 | 3,351,550 | 00 | 3,352,700 | 00 | | |
| Harrisburg and Western, | | | | | | | | | 150,180 | 00 | | |
| Huntingdon, Franklin and Fulton, | 1,867 | 00 | 1,867 | 00 | | | | | | | | |

## COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Ironton, | $200,000 00 | $200,000 00 | $200,000 00 | $200,000 00 | $200,000 00 |
| Jamestown and Franklin, | 601,310 50 | 601,310 52 | 601,310 50 | 601,310 52 | 601,310 50 |
| Jefferson, | 2,096,050 00 | 2,096,050 00 | 2,096,050 00 | 2,096,050 00 | 2,096,050 00 |
| Jersey Shore, Pine Creek and Buffalo, | 500,000 90 | 500,000 00 | 500,000 00 | 500,000 00 | 500,000 00 |
| Junction, | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 |
| Karns City and Butler, | | 75,000 00 | 75,000 00 | | |
| Kendall and Eldred, | 150,000 00 | 150,000 00 | 150,000 00 | 1,500,000 00 | 1,500,000 00 |
| Kinzua, | | | | 100,000 00 | 100,000 00 |
| Lake Shore and Michigan Southern, | 50,000,000 00 | 50,000,000 00 | 50,000,000 00 | 50,000,000 00 | 50,000,000 00 |
| Lancaster and Reading, (narrow guage,) | 82,720 00 | 82,720 00 | 82,720 00 | 82,720 00 | 82,720 00 |
| Lawrence, | 450,000 00 | 450,000 00 | 450,000 00 | | 450,000 00 |
| Lawrenceville and Evergreen, | 10,000 00 | | | | |
| Lehigh and Lackawanna, | 375,100 00 | 375,100 00 | 375,100 00 | 375,100 00 | 375,000 00 |
| Lock Haven and Clearfield, | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 |
| Lehigh Valley, | 27,428,780 00 | 27,603,101 00 | 27,603,101 00 | 27,603,150 00 | 27,603,150 00 |
| Lewisburg and Tyrone, | | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 |
| Ligonier Valley, | 100,000 00 | 61,000 00 | 61,000 00 | 66,000 00 | 100,000 00 |
| Little Saw-Mill Run, | 100,000 00 | 100,000 00 | 100,000 00 | 135,800 00 | 138,650 00 |
| Littlestown, | 34,850 00 | 34,850 00 | 34,850 00 | 34,850 00 | 34,850 00 |
| Little Schuylkill Navigation, | 2,646,100 00 | 2,646,100 00 | 2,646,100 00 | 2,646,100 00 | 2,487,850 00 |
| Lykens Valley, | 600,000 00 | 600,000 00 | 600,000 00 | 600,000 00 | 600,000 00 |
| Lewisburg, Center and Spruce Creek, | 296,312 00 | | | | |
| Meadville, | | | | 125,000 00 | 6,500 00 |
| McKean and Buffalo, | 387,600 00 | 387,800 00 | 388,200 00 | 4,000,000 00 | 4,000,000 00 |
| Mifflin and Centre County, | 167,775 00 | 167,775 00 | 167,775 00 | 167,775 00 | 167,775 00 |
| Mill Creek and Mine Hill Navigation, | 323,375 00 | 323,375 00 | 323,375 00 | 323,375 00 | 323,375 00 |
| Mine Hill and Schuylkill Haven, | 4,022,500 00 | 4,022,500 00 | 4,022,500 00 | 4,022,500 00 | 4,022,500 00 |
| Monongahela Inclined Plane, | 75,000 00 | 75,000 00 | 75,000 00 | 100,000 00 | 100,000 00 |
| Mont Alto, | 110,000 00 | 110,000 00 | 110,000 00 | 110,000 00 | 110,000 00 |
| Moshannon and Clearfield, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 |
| Montrose, | 306,335 85 | 306,335 85 | 306,335 85 | 306,948 21 | 306,948 21 |
| Mount Carbon and Port Carbon, | 283,350 00 | 282,350 00 | 282,350 00 | 282,350 00 | 282,350 00 |
| Mount Oliver Incline, | 31,064 00 | 31,064 00 | 31,296 00 | 31,616 16 | 31,616 00 |
| Mount Pleasant and Broad Ford, | 150,605 55 | 150,650 00 | 150,500 00 | 150,500 00 | 150,500 00 |
| Muncy Creek, | 124,450 00 | | | | |
| New York, Chicago and St. Louis, | | | 35,000,000 00 | 50,000,000 00 | 50,000,000 00 |
| New York, Lake Erie and Western, | 86,536,900 00 | 86,536,900 00 | 86,536,900 00 | 86,536,900 00 | 85,240,500 00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New York, Pennsylvania and Ohio, | | | 45,000,000 | 00 | 45,000,000 | 00 | 45,000,000 | 00 | 45,000,000 | 00 |
| New York, Lake Erie and Western Coal, | | | | | | | 500,000 | 00 | 500,000 | 00 |
| Nesquehoning Valley, | 1,300,000 | 00 | 1,300,000 | 00 | 1,300,000 | 00 | 1,300,000 | 00 | 1,300,000 | 00 |
| New Castle and Beaver Valley, | 605,000 | 00 | 605,000 | 00 | 605,000 | 00 | 700,000 | 00 | 700,000 | 00 |
| New Castle Railroad and Mining, | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 |
| Newry, | 11,925 | 00 | 11,925 | 00 | 11,925 | 00 | 11,925 | 00 | 11,925 | 00 |
| Northern Central, | 5,842,000 | 00 | 5,842,000 | 00 | 5,842,000 | 00 | 6,500,000 | 00 | 6,500,000 | 00 |
| North-East Pennsylvania, | 81,550 | 00 | 81,550 | 00 | 81,550 | 00 | 81,550 | 00 | 81,550 | 00 |
| North Pennsylvania, | 4,397,300 | 00 | 4,399,750 | 00 | 4,401,000 | 00 | 4,401,950 | 00 | 4,556,500 | 00 |
| North and West Branch, | | | | | | | 1,500,000 | 00 | 1,500,000 | 00 |
| New Castle and Oil City, | 339,414 | 87 | 339,414 | 87 | 600,000 | 00 | | | | |
| Olean, Bradford and Warren, | | | | | | | | | 1,500,000 | 00 |
| Oil City and Chicago, | | | | | | | 2,500,000 | 00 | | |
| Oil City and Ridgway, | | | 86,550 | 00 | 300,000 | 00 | 86,550 | 00 | 86,550 | 00 |
| Parker and Karns City, | | | 150,000 | 00 | 150,000 | 00 | | | | |
| Peach Bottom, | 225,914 | 55 | 226,060 | 40 | 226,040 | 40 | | | | |
| Pennsylvania, | 68,870,200 | 00 | 68,870,200 | 00 | 77,672,750 | 00 | 85,301,300 | 00 | 92,619,750 | 00 |
| Pennsylvania Coal, | 5,000,000 | 00 | 5,000,000 | 00 | 5,000,000 | 00 | 5,000,000 | 00 | 5,000,000 | 00 |
| Pennsylvania and Western, | | | | | | | 100,000 | 00 | 100,000 | 00 |
| Pennsylvania and Schuylkill Valley, | | | | | | | | | 2,700,000 | 00 |
| Pennsylvania and New York Canal, | 5,061,700 | 00 | 5,061,700 | 00 | 5,061,700 | 00 | 5,061,700 | 00 | | |
| Pennsylvania Company, | 11,000,000 | 00 | 12,000,000 | 00 | 20,000,000 | 00 | 20,000,000 | 00 | 20,000,000 | 00 |
| Pennsylvania Inland, | 3,000 | 00 | 3,000 | 00 | | | | | | |
| People's, | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 |
| Perkiomen, | 38,040 | 00 | 38,040 | 00 | 38,040 | 00 | 38,040 | 00 | 38,040 | 00 |
| Philadelphia and Baltimore Central, | 220,606 | 11 | 220,606 | 11 | 220,606 | 11 | 2,495,650 | 00 | 2,495,650 | 00 |
| Philadelphia and Chester County, | 35,220 | 00 | 25,200 | 00 | 750,000 | 00 | 505,950 | 00 | | |
| Philadelphia and Erie, | 8,453,700 | 00 | 9,413,700 | 00 | 9,413,700 | 00 | 9,415,000 | 00 | 9,415,000 | 00 |
| Philadelphia, Germantown and Norristown, | 2,246,900 | 00 | 2,246,900 | 00 | 2,246,900 | 00 | 2,246,900 | 00 | 2,496,900 | 00 |
| Philadelphia and Merion, | 1,250 | 00 | 1,250 | 00 | 1,250 | 00 | | | | |
| Philadelphia, Newtown and New York, | 1,200,000 | 00 | 1,200,000 | 00 | 1,200,000 | 00 | 1,200,000 | 00 | 1,200,000 | 00 |
| Philadelphia and Reading, | 34,278,175 | 28 | 34,278,175 | 28 | 34,278,175 | 28 | 34,383,175 | 28 | 34,734,675 | 28 |
| Philadelphia and Trenton, | 1,259,100 | 00 | 1,259,100 | 00 | 1,259,100 | 00 | 1,259,100 | 00 | 1,259,100 | 00 |
| Philadelphia, Wilmington and Baltimore, | 11,572,750 | 00 | 11,585,750 | 00 | 11,795,050 | 00 | 11,795,050 | 00 | 11,794,850 | 00 |
| Pickering Valley, | 95,655 | 00 | 95,655 | 00 | 95,655 | 00 | 95,655 | 00 | 95,655 | 00 |
| Pittsburgh, Buffalo and Rochester, | | | 1,000 | 00 | 1,000 | 00 | 1,000 | 00 | 10,000 | 00 |
| Pittsburgh and Castle Shannon, | 767,787 | 60 | 478,950 | 00 | 480,200 | 00 | 480,200 | 00 | | |
| Pittsburgh Southern, | | | 300,000 | 00 | 300,000 | 00 | 700,000 | 00 | 700,000 | 00 |
| Pittsburgh, Cincinnati and St. Louis, | 8,437,200 | 00 | 8,437,200 | 00 | 8,437,200 | 00 | 8,437,200 | 00 | 8,437,200 | 00 |
| Pittsburgh and Connellsville, | 1,944,400 | 00 | 1,944,400 | 00 | 1,944,400 | 00 | 1,956,091 | 05 | 1,956,091 | 05 |
| Pittsburgh, Fort Wayne and Chicago, | 26,043,585 | 71 | 26,485,185 | 71 | 27,413,185 | 71 | 28,114,285 | 71 | 28,114,200 | 00 |
| Pittsburgh and Lake Erie, | 1,583,787 | 00 | 1,923,449 | 83 | 2,039,250 | 00 | 2,050,000 | 00 | 2,050,000 | 00 |
| Pittsburgh, Virginia and Charleston, | 697,846 | 48 | 1,293,185 | 07 | 1,501,900 | 00 | 1,511,080 | 00 | 1,504,592 | 57 |
| Pittsburgh and Western, | | | | | 6,000,000 | 00 | 6,000,000 | 00 | 7,250,000 | 00 |

## COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Plymouth, | $12,050 00 | $12,050 00 | $12,050 00 | $12,050 00 | $12,050 00 |
| Point Breeze, | 5,400 00 | 7,200 00 | 7,200 00 | 7,200 00 | 7,200 00 |
| Pomeroy and Newark, | ... | 500,000 00 | 500,000 00 | 500,000 00 | 500,000 00 |
| Pittsburgh, Bradford and Buffalo, | 4,959,450 00 | 7,071,800 00 | 544,380 00 | 544,380 00 | ... |
| Rew City and Eldred, | ... | ... | ... | 111,000 00 | 111,000 00 |
| Reading and Columbia, | 958,268 09 | 958,268 09 | 958,268 09 | 958,268 09 | 958,268 09 |
| Ridgway and Oil City, | ... | ... | ... | ... | 18,050 00 |
| River Front, | ... | ... | 180,000 00 | 216,000 00 | 216,000 00 |
| Ridgway and Clearfield, | ... | ... | ... | ... | 150,000 00 |
| Rochester and Pittsburgh, | ... | ... | ... | 10,000,000 00 | 20,000,000 00 |
| Salisbury, | 104,250 00 | 104,250 00 | 104,250 00 | 117,800 00 | 117,800 00 |
| Schuylkill Valley, | 576,050 00 | 276,050 00 | 576,050 00 | 576,050 00 | 576,050 00 |
| Sharpsville, | ... | 350,000 00 | ... | 317,465 00 | 350,000 00 |
| Shamokin Valley and Pottsville, | 869,450 00 | 869,450 00 | 869,450 00 | 869,450 00 | 869,450 00 |
| Sharon, | 200,000 00 | 253,000 00 | 335,950 00 | 367,050 00 | 367,650 00 |
| Shenango and Allegheny, | ... | ... | 200,000 00 | 200,000 00 | ... |
| Sherrick Run, | ... | ... | ... | ... | 50,000 00 |
| Sinnemahoning and Sheffield, | ... | ... | ... | ... | 19,500 00 |
| Slate Ridge and Delta, | 200 00 | 200 00 | 270 00 | 2,700 00 | 2,700 00 |
| Somerset and Cambria, | 100,000 00 | ... | ... | 500,000 00 | 500,000 00 |
| South Mountain, | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 |
| South Pennsylvania, | ... | ... | 72,345 00 | 72,345 00 | 256,800 00 |
| Southern Pennsylvania, | 800,000 00 | 800,000 00 | 800,000 00 | 800,000 00 | 800,000 00 |
| South-West Pennsylvania, | 546,162 50 | 546,150 00 | 546,150 00 | 546,150 00 | 546,150 00 |
| State Line and Sullivan, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 990,000 00 | 990,000 00 |
| Stony Creek, | 176,100 00 | 176,100 00 | 176,100 00 | 176,100 00 | 176,100 00 |
| Sunbury, Hazleton and Wilkes-Barre, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Sunbury and Lewistown, | 161,000 00 | ... | 164,000 00 | ... | 39,000 00 |
| Susquehanna and Clearfield, | 17,500 00 | 17,500 00 | 17,500 00 | 17,500 00 | 240,000 00 |
| Susquehanna and Delaware River, | ... | ... | ... | 37,350 00 | 74,450 00 |
| Shamokin, Sunbury and Lewisburg, | ... | ... | ... | ... | 1,000,000 00 |
| Selinsgrove and North Branch, | 70,094 91 | 70,094 91 | ... | ... | ... |
| Tioga, | 580,900 00 | 580,900 00 | 580,900 00 | 580,900 00 | 580,900 00 |
| Tresckow, | 130,000 00 | 130,000 00 | 130,000 00 | 130,000 00 | 130,000 00 |
| Tyrone and Clearfield, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Warren and Farnesworth Valley, | ... | ... | ... | 75,000 00 | 75,000 00 |
| Waynesburg and Washington, | 100,316 47 | 101,048 82 | 101,317 32 | 101,789 97 | 101,364 97 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| West Chester, | 165,000 | 00 | 165,000 | 00 | 165,000 | 00 | . . . . | . . | . . . . | . . |
| West Chester and Philadelphia, | 821,300 | 00 | 821,300 | 00 | 821,300 | 00 | . . . . | . . | . . . . | . . |
| West Chester and Phœnixville, | . . . . | . . | . . . . | . . | 25,000 | 00 | 25,000 | 00 | 25,000 | 00 |
| Western Maryland, | 682,250 | 00 | 682,250 | 00 | 682,250 | 00 | 682,050 | 00 | 682,050 | 00 |
| Western Pennsylvania, | 1,022,450 | 00 | 1,022,450 | 00 | 1,022,450 | 00 | 1,022,450 | 00 | 1,022,450 | 00 |
| Wheeling, Pittsburgh and Baltimore, | 500,000 | 00 | 500,000 | 00 | 500,000 | 00 | 500,000 | 00 | 500,000 | 00 |
| Williamsport and North Branch, | . . . . | . . | . . . . | . . | . . . . | . . | . . . . | . . | 309,900 | 00 |
| Wilmington and Northern, | 1,253,050 | 00 | 1,278,050 | 00 | 1,278,050 | 00 | 1,278,050 | 00 | 1,278,050 | 00 |
| Wind Gap and Delaware, | . . . . | . . | . . . . | . . | 10,000 | 00 | . . . . | . . | 100,000 | 00 |
| Wilcox and Howard Hill Improvement Co., | 600 | 00 | . . . . | . . | . . . . | . . | . . . . | . . | . . . . | . . |
| Youghiogheny Northern, | . . . . | . . | . . . . | . . | . . . . | . . | . . . . | . . | 400,000 | 00 |
| Total, | $503,631,034 | 14 | $521,299,669 | 59 | $589,034,877 | 11 | $591,627,056 | 25 | $662,618,736 | 53 |

## COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Addison and Northern, | | | | | $761,000 00 |
| Allegheny Valley, | $26,632,482 04 | $27,511,915 48 | $28,473,777 42 | $29,392,100 50 | 30,170,978 09 |
| Allentown, | 23,854 49 | 19,436 71 | 15,305 06 | 11,470 06 | 8,584 23 |
| Atlantic and Great Western, | 68,850,311 28 | | | | |
| Baltimore and Cumberland Valley, | | | 75,318 00 | 75,732 05 | 72,800 00 |
| Baltimore and Cumberland Valley Extension, | | | 260,000 00 | 230,000 00 | 230,000 00 |
| Bachman Valley, | 61,543 10 | 61,543 10 | 62,784 33 | 61,553 10 | 61,553 10 |
| Bald Eagle Valley, | 400,000 00 | 400,000 00 | 396,000 00 | 392,000 00 | 388,000 00 |
| Baltimore and Philadelphia, | | | | | *4,840,000 00 |
| Bangor and Portland, | | | 85,000 00 | 181,632 45 | 181,100 00 |
| Barclay, | 65,500 00 | 91,100 00 | 100,500 00 | 100,000 00 | 100,000 00 |
| Bedford and Bridgeport, | 1,176,697 25 | 1,245,000 00 | 1,266,000 00 | 1,332,500 00 | 1,392,698 45 |
| Bellefonte and Snow Shoe, | 70,500 00 | 65,388 00 | | | |
| Bell's Gap, | 200,000 00 | 325,000 00 | 350,000 00 | 350,000 00 | 550,000 00 |
| Berlin Branch, | 38,041 10 | 40,017 20 | 41,818 35 | 43,174 51 | 44,868 46 |
| Bradford, Bordell and Kinzua, | | | 10,673 28 | 400,220 50 | 521,307 33 |
| Bradford, Richburg and Cuba, | | | 57,400 00 | 187,200 00 | 187,200 00 |
| Bradford, Eldred and Cuba, | | | | 657,976 39 | 685,489 08 |
| Brandy Camp, | | | 1,500 00 | | |
| Buffalo, Bradford and Pittsburgh, | | | 580,000 00 | 580,000 00 | 580,000 00 |
| Buffalo, New York and Philadelphia, | 4,586,302 35 | 4,465,411 12 | 4,475,699 79 | 11,996,950 80 | 22,899,085 69 |
| Buffalo, Pittsburgh and Western, | | | 7,945,129 89 | 8,013,327 82 | |
| Catasauqua and Fogelsville, | 160,000 00 | 138,000 00 | 138,000 00 | 138,000 00 | 138,000 00 |
| Catawissa, | 1,802,350 00 | 1,802,350 00 | 1,802,350 00 | 1,802,350 00 | 1,802,350 00 |
| Chartiers, | 500,000 00 | 500,570 00 | 500,000 00 | 500,000 00 | 500,000 00 |
| Chester Creek, | 191,297 67 | 191,297 67 | 191,297 67 | 185,000 00 | 185,000 00 |
| Chester and Delaware River, | 195,100 99 | 195,100 99 | 195,100 99 | 195,100 99 | 195,100 99 |
| Chester Valley, | 902,500 00 | 1,756,900 00 | 885,000 00 | 867,500 00 | 867,500 00 |
| Clarion, Mahoning and Pittsburgh, | | | | 16,129 69 | 31,729 69 |
| Cleveland and Pittsburgh, | 5,078,343 63 | 5,064,343 63 | 5,120,343 63 | 5,339,343 63 | 5,225,343 63 |
| Colebrookdale, | 654,432 08 | 672,895 59 | 712,826 87 | 734,509 91 | 726,999 90 |
| Columbia and Port Deposit, | 2,203,090 00 | 2,334,830 00 | 2,403,780 00 | 2,476,195 00 | 2,604,470 00 |
| Connecting, | 1,069,288 74 | 1,069,653 29 | 1,103,160 46 | 1,213,188 15 | 1,416,529 59 |
| Corning, Cowanesque and Antrim, | 450,000 00 | 375,000 00 | 300,000 00 | 225,000 00 | 1,250,000 00 |
| Cornwall, | | | | | 12,000 00 |
| Cumberland Valley, | 352,300 00 | 352,300 00 | 352,300 00 | 352,000 00 | 357,300 00 |
| Danville and Riverside, | 107 58 | 159 21 | 218 23 | 218 23 | 268 23 |
| Danville and Shamokin, | | | 138 88 | | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Delaware, Lackawanna and Western, | 5,887,100 | 00 | 5,677,900 | 00 | 4,044,900 | 00 | 4,044,900 | 00 | 4,044,900 | 00 |
| Delaware River and Lancaster, | | | | | 1,335 | 00 | 2,004,268 | 00 | 1,335 | 00 |
| Dillsburg and Mechanicsburg, | 137,081 | 50 | 136,282 | 43 | 136,282 | 43 | 132,489 | 15 | 125,221 | 12 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 3,411,920 | 84 | 3,466,703 | 77 | 3,453,158 | 12 | 3,429,810 | 08 | 3,415,415 | 44 |
| East Brandywine and Waynesburg, | 525,459 | 56 | 534,468 | 56 | 556,991 | 06 | 580,553 | 06 | 626,723 | 17 |
| East Pennsylvania, | 495,900 | 00 | 495,900 | 00 | 495,900 | 00 | 495,900 | 00 | 495,900 | 00 |
| East Broad Top, | 602,550 | 00 | 636,815 | 00 | 671,465 | 00 | 671,465 | 00 | 555,112 | 97 |
| Ebensburg and Cresson, | 80,000 | 00 | 80,000 | 00 | 80,000 | 00 | 80,000 | 00 | 80,000 | 00 |
| Edgewood, | 19,532 | 64 | 19,532 | 64 | 19,532 | 64 | 19,532 | 64 | 19,532 | 64 |
| Elmira and Williamsport, | 1,620,000 | 00 | 1,620,000 | 00 | 1,620,000 | 00 | 1,570,000 | 00 | 1,570,000 | 00 |
| Erie and Pittsburgh, | 3,373,987 | 54 | 3,311,565 | 18 | 3,311,233 | 18 | 3,299,898 | 95 | 3,306,886 | 41 |
| Emlenton, Shippenville and Clarion, | 159,910 | 48 | 159,225 | 42 | 156,046 | 16 | | | | |
| Evergreen, | | | 150 | 00 | | | 25,000 | 00 | 5,146 | 04 |
| Foxburg, St. Petersburg and Clarion, | 69,122 | 54 | 69,540 | 89 | 68,055 | 85 | | | | |
| Frankford and Holmesburg, | 50,000 | 00 | 50,000 | 00 | 50,000 | 00 | 50,000 | 00 | 50,000 | 00 |
| Gettysburg and Harrisburg | | | | | | | | | 250,000 | 00 |
| Geneva, Hornellsville and Pine Creek, | 60,000 | 00 | 60,000 | 00 | | | | | | |
| Greenlick Narrow Gauge, | | | | | | | 2,230 | 16 | 2,590 | 62 |
| Hanover and York, | 185,000 | 00 | 185,000 | 00 | 185,000 | 00 | 179,200 | 00 | 174,600 | 00 |
| Hanover Junction, Hanover and Gettysburg, | 216,500 | 00 | 223,000 | 00 | 218,000 | 00 | 218,000 | 00 | 208,000 | 00 |
| Hanover Junction and Susquehanna, | 117,899 | 99 | 131,611 | 92 | | | | | | |
| Harrisburg, Portsmouth, Mount Joy and Lancaster, | 700,000 | 00 | 700,000 | 00 | 700,000 | 00 | 700,000 | 00 | 700,000 | 00 |
| Harrisburg and Potomac, | 507,200 | 00 | 518,200 | 00 | 587,115 | 60 | 712,384 | 76 | 898,587 | 17 |
| Huntingdon and Broad Top Mountain, | 2,538,100 | 00 | 2,484,600 | 00 | 2,399,395 | 00 | 2,399,395 | 00 | 2,399,395 | 00 |
| Ironton, | 211,400 | 18 | 210,083 | 79 | 203,233 | 61 | | | | |
| Jamestown and Franklin, | 1,959,579 | 42 | 1,959,852 | 87 | 1,971,566 | 17 | 1,970,509 | 05 | 835,000 | 00 |
| Jefferson, | 2,300,000 | 00 | 2,300,000 | 00 | 2,300,000 | 00 | 2,300,000 | 00 | 2,300,000 | 00 |
| Jersey Shore, Pine Creek and Buffalo, | 333,362 | 76 | 329,335 | 36 | 342,106 | 50 | 2,475,363 | 51 | 3,613,355 | 60 |
| Junction, | 755,000 | 00 | 740,000 | 00 | 740,000 | 00 | 725,000 | 00 | 725,000 | 00 |
| Karns City and Butler, | | | 127,900 | 00 | 127,900 | 00 | | | | |
| Kendall and Eldred, | | | 14,778 | 04 | 18,006 | 57 | | | | |
| Lake Shore and Michigan Southern, | 35,915,000 | 00 | 35,665,000 | 00 | 36,915,000 | 00 | 44,392,000 | 00 | 42,942,000 | 00 |
| Lancaster and Reading, (narrow gauge,) | 350,000 | 00 | 355,000 | 00 | 350,000 | 00 | 350,000 | 00 | 350,000 | 00 |
| Lawrence, | 355,000 | 00 | 350,000 | 00 | 355,000 | 00 | 355,000 | 00 | 355,000 | 00 |
| Lawrenceville and Evergreen, | 13,803 | 47 | | | | | | | | |
| Lehigh and Eastern, | 75,000 | 00 | | | | | | | | |
| Lehigh and Lackawanna, | 600,000 | 00 | 601,047 | 66 | 601,047 | 66 | 601,047 | 66 | 601,047 | 66 |
| Lehigh Valley, | 25,784,359 | 72 | 25,304,000 | 00 | 25,163,000 | 00 | 25,013,000 | 00 | 24,854,000 | 00 |
| Lewisburg and Tyrone, | | | 119,006 | 77 | 183,512 | 20 | 245,477 | 73 | 247,614 | 35 |
| Lewisburg, Centre and Spruce Creek, | 2,348,320 | 00 | | | | | | | | |

*Stated at £1,000,000 sterling in the company's report.

## COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Ligonier Valley, | $62,747 | 00 | $55,037 | 29 | $48,984 | 62 | $43,484 | 59 | $52,889 | 10 |
| Little Saw-Mill Run, | 116,953 | 51 | 110,000 | 00 | 124,542 | 83 | 139,000 | 00 | 153,000 | 00 |
| Littlestown, | 60,207 | 32 | 59,953 | 04 | 59,343 | 81 | 59,326 | 27 | 57,615 | 98 |
| Little Schuylkill Navigation, | 468,000 | 00 | 456,000 | 00 | 444,000 | 00 | 432,000 | 00 | | |
| Lock Haven and Clearfield, | | | | | | | 25,000 | 00 | | |
| Meadville, | | | | | | | 173,985 | 00 | | |
| McKean and Buffalo, | 446,113 | 85 | 437,196 | 68 | 423,850 | 25 | | | | |
| Mifflin and Centre County, | 200,000 | 00 | 200,000 | 00 | 200,000 | 00 | 200,000 | 00 | 200,000 | 00 |
| Monongahela Inclined Plane, | | | | | | | 44,000 | 00 | 105,475 | 57 |
| Mont Alto, | 125,000 | 00 | 125,000 | 00 | 125,000 | 00 | 125,000 | 00 | 125,000 | 00 |
| Moshannon and Clearfield, | | | | | 13,000 | 00 | 26,018 | 84 | 86,000 | 00 |
| Montrose, | 44,900 | 00 | 44,900 | 00 | 44,900 | 00 | 44,900 | 00 | 30,200 | 00 |
| Mount Carbon and Port Carbon, | | | | | | | 62,400 | 00 | | |
| Mount Oliver Incline, | 58,383 | 33 | 55,833 | 33 | 55,833 | 33 | | | 49,900 | 00 |
| Muney Creek, | 1,000,000 | 00 | | | 221,800 | 00 | | | | |
| New York, Ridgway and Pittsburgh, | | | | | | | 29,120 | 00 | 35,867 | 61 |
| New York, Pennsylvania and Ohio, | | | 87,500,000 | 00 | 87,865,351 | 94 | 92,168,810 | 80 | 94,714,005 | 59 |
| New York, Lake Erie and Western, | 66,678,501 | 10 | 67,173,744 | 85 | 67,165,665 | 95 | 70,267,137 | 65 | 75,267,136 | 90 |
| New York, Chicago and St. Louis, | | | | | | | 16,852,701 | 30 | 22,709,241 | 28 |
| New Castle and Oil City, | 836,544 | 73 | 739,563 | 46 | 712,900 | 76 | | | | |
| Nesquehoning Valley, | 97,149 | 53 | 100,915 | 43 | 100,915 | 43 | 100,915 | 43 | 100,915 | 43 |
| New York, Lake Erie and Western Coal, | | | | | | | 2,124,515 | 52 | 2,202,598 | 32 |
| New Castle and Mining, | 11,924 | 44 | 11,254 | 13 | 8,035 | 00 | 4,950 | 00 | 3,500 | 00 |
| Newry, | 10,810 | 06 | 10,810 | 06 | 10,810 | 06 | 12,573 | 27 | 25,131 | 72 |
| Northern Central, | 15,445,000 | 00 | 15,462,000 | 00 | 15,378,000 | 00 | 15,379,000 | 00 | 15,346,000 | 00 |
| North-East Pennsylvania, | 300,019 | 08 | 330,284 | 68 | 340,217 | 88 | 362,700 | 82 | 382,696 | 10 |
| North Pennsylvania, | 7,150,489 | 68 | 7,159,224 | 75 | 7,156,656 | 96 | 7,141,819 | 08 | 7,140,492 | 88 |
| North and West Branch, | | | | | | | 1,500,000 | 00 | 1,517,580 | 09 |
| Oil City and Ridgway, | | | 39,875 | 00 | 71,427 | 43 | 58,049 | 81 | 58,049 | 81 |
| Oil City and Chicago, | | | | | | | 1,685,671 | 27 | | |
| Olean, Bradford and Warren, | 750 | 00 | | | | | | | | |
| Parker and Karns City, | | | 26,000 | 00 | 26,000 | 00 | | | | |
| Peach Bottom, | 542,504 | 00 | 644,108 | 00 | 563,600 | 00 | | | | |
| Pennsylvania, | 55,911,300 | 00 | 56,713,300 | 00 | 54,344,820 | 00 | 54,051,010 | 00 | 56,770,150 | 00 |
| Pennsylvania Coal, | 775,765 | 83 | 651,597 | 52 | 266,584 | 86 | 427,568 | 83 | 248,265 | 83 |
| Pennsylvania Company, | 13,114,360 | 31 | 11,496,927 | 58 | 16,529,718 | 82 | 16,740,475 | 00 | 18,466,409 | 41 |
| Pennsylvania and Schuylkill Valley, | | | | | | | | | 2,700,000 | 00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pennsylvania and New York Canal and Railroad, | 3,000,000 | 00 | 3,154,965 | 51 | 3,728,495 | 98 | 3,733,451 | 29 | 4,324,906 | 93 |
| Pennsylvania, Slatington and New England, | | | 1,100,000 | 00 | | | | | 937,000 | 00 |
| Pennsylvania and Western, | | | | | | | 200,000 | 00 | 200,000 | 00 |
| People's, | 33,191 | 55 | 33,191 | 55 | 33,191 | 55 | 33,257 | 34 | 33,257 | 34 |
| Perkiomen, | 2,697,853 | 83 | 2,711,669 | 82 | 2,713,976 | 98 | 2,715,719 | 18 | 2,714,808 | 10 |
| Philadelphia and Baltimore Central, | 1,500,000 | 00 | 1,500,000 | 00 | 1,500,000 | 00 | 2,100,000 | 00 | 2,162,512 | 50 |
| Philadelphia and Chester County, | 15,655 | 00 | 52,843 | 38 | 74,467 | 50 | 205,453 | 76 | 255,054 | 67 |
| Philadelphia and Erie, | 19,164,459 | 52 | 19,190,034 | 33 | 19,869,764 | 49 | 17,919,000 | 00 | 19,488,392 | 19 |
| Philadelphia and Merion, | | | 497 | 32 | 6,527 | 01 | | | | |
| Philadelphia, Newtown and New York, | 700,000 | 00 | 700,000 | 00 | 700,000 | 00 | 700,000 | 00 | 700,000 | 00 |
| Philadelphia and Reading, | 82,400,690 | 58 | 85,212,638 | 51 | 84,792,544 | 63 | 89,673,444 | 44 | 102,721,287 | 78 |
| Philadelphia and Trenton, | 21,742 | 72 | 21,742 | 72 | | | | | | |
| Philadelphia, Wilmington and Baltimore, | 2,413,500 | 00 | 4,000,500 | 00 | 4,076,416 | 66 | 3,726,416 | 66 | 3,726,416 | 66 |
| Pickering Valley, | 634,191 | 67 | 645,691 | 67 | 674,337 | 54 | 695,769 | 78 | 708,302 | 89 |
| Pittsburgh and Western, | | | | | | | 4,255,541 | 19 | 6,606,542 | 82 |
| Pittsburgh and Castle Shannon, | 289,928 | 70 | 132,802 | 16 | 115,993 | 52 | 102,608 | 05 | 96,285 | 84 |
| Pittsburgh Southern, | | | 306,783 | 92 | 321,113 | 07 | 320,471 | 76 | 1,013,484 | 32 |
| Pittsburgh, Cincinnati and St. Louis, | 14,777,400 | 81 | 14,665,454 | 19 | 15,272,465 | 99 | 15,502,526 | 00 | 15,982,557 | 55 |
| Pittsburgh and Connellsville, | 14,784,389 | 33 | 14,734,055 | 37 | 14,559,804 | 54 | 14,409,484 | 12 | 14,376,635 | 19 |
| Pittsburgh, Fort Wayne and Chicago, | 13,510,000 | 00 | 13,510,000 | 00 | 13,510,000 | 00 | 13,510,000 | 00 | 13,510,000 | 00 |
| Pittsburgh, McKeesport and Youghiogheny, | | | | | | | | | 2,250,000 | 00 |
| Pittsburgh and Lake Erie, | 2,751,550 | 35 | 2,723,554 | 87 | 2,901,906 | 35 | 3,039,164 | 18 | 3,124,397 | 34 |
| Pittsburgh, Virginia and Charleston, | 2,277,560 | 50 | 2,027,678 | 92 | 2,355,583 | 23 | 2,735,518 | 59 | 3,020,600 | 00 |
| Pittsburgh, Buffalo and Rochester, | | | 90,189 | 34 | 94,000 | 00 | 188,000 | 00 | 188,000 | 00 |
| Pittsburgh, Bradford and Buffalo, | 4,125,955 | 50 | 4,136,064 | 24 | 625,517 | 46 | 818,778 | 39 | | |
| Plymouth, | 274,495 | 19 | 274,405 | 19 | 275,405 | 19 | 274,405 | 19 | 274,495 | 19 |
| Pomeroy and Newark, | | | | | | | 55,701 | 70 | 75,712 | 30 |
| Pomeroy and State Line, | | | | | 18,371 | 56 | | | | |
| Rew City and Eldred, | | | | | | | 319 | 50 | 1,726 | 65 |
| Reading and Columbia, | 2,004,166 | 67 | 2,004,166 | 67 | 2,004,166 | 67 | 2,004,166 | 67 | 2,014,166 | 67 |
| Ridgway and Clearfield, | | | | | | | | | 467,036 | 78 |
| River Front, | | | | | 183,205 | 76 | 289,093 | 06 | 296,047 | 10 |
| Rochester and Pittsburgh, | | | | | | | 3,482,000 | 00 | 8,537,144 | 93 |
| Salisbury, | 160,399 | 37 | 162,747 | 59 | 150,000 | 00 | 150,000 | 00 | 150,000 | 00 |
| Selinsgrove and North Branch, | 137,000 | 00 | 137,000 | 00 | | | | | 137,000 | 00 |
| Shamokin Valley and Pottsville, | 2,006,250 | 00 | 2,006,250 | 00 | 2,006,250 | 00 | 2,006,250 | 00 | 2,000,000 | 00 |
| Shamokin, Sunbury and Lewisburg, | | | | | | | | | 486,958 | 15 |
| Shenango and Allegheny, | | | | | 1,431,576 | 48 | 1,550,543 | 32 | | |
| Sharpsville, | | | 6,635 | 95 | | | 65,500 | 00 | 65,000 | 00 |
| Sharon, | 156,000 | 00 | 156,000 | 00 | 156,000 | 00 | 156,000 | 00 | 156,000 | 00 |
| South Mountain, | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 |
| South Pennsylvania, | | | | | | | 100,000 | 00 | 212,335 | 24 |
| Southern Pennsylvania, | 836,890 | 00 | 880,640 | 00 | 952,250 | 00 | 996,000 | 00 | 1,011,458 | 31 |

## COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Somerset and Cambria, | $75,000 | 00 | $75,000 | 00 | $578,766 | 16 | $603,419 | 70 | $729,278 | 72 |
| South-West Pennsylvania, | 989,500 | 00 | 962,000 | 00 | 962,000 | 00 | 962,000 | 00 | 962,000 | 00 |
| Slate Ridge and Delta, | | | | | | | | | 4,500 | 00 |
| State Line and Sullivan, | 441,677 | 86 | 248,948 | 09 | 238,184 | 33 | 222,800 | 64 | 220,635 | 73 |
| Stony Creek, | 559,234 | 29 | 587,953 | 24 | 638,495 | 45 | 649,635 | 66 | 712,619 | 51 |
| Sunbury and Lewistown, | 500,000 | 00 | | | 500,000 | 00 | 500,000 | 00 | 500,000 | 00 |
| Sunbury, Hazleton and Wilkes-Barre, | 2,350,000 | 00 | 2,508,490 | 96 | 2,546,604 | 61 | 2,601,604 | 61 | 2,600,095 | 00 |
| Susquehanna and Clearfield, | | | | | | | 50,275 | 78 | 240,000 | 00 |
| Susquehanna and Delaware River, | | | | | 48,000 | 00 | 5,000 | 00 | 8,000 | 00 |
| Tioga, | 629,500 | 00 | 629,500 | 00 | 629,500 | 00 | 629,500 | 00 | 629,500 | 00 |
| Tresckow, | 101,454 | 31 | 101,948 | 71 | 101,948 | 71 | 102,623 | 93 | 102,623 | 93 |
| Tyrone and Clearfield, | | | | | 39,019 | 48 | 68,668 | 97 | 1,000,000 | 00 |
| Waynesburg and Washington, | 113,987 | 07 | 110,535 | 38 | 116,199 | 36 | 106,125 | 00 | 102,900 | 00 |
| Warren and Farnesworth Valley, | | | | | | | 50,561 | 16 | 82,378 | 98 |
| West Chester, | 11,000 | 00 | 75,000 | 00 | 175,000 | 00 | | | | |
| West Chester and Philadelphia, | 1,127,512 | 50 | 1,311,961 | 82 | 1,377,512 | 50 | | | | |
| West Chester and Phœnixville, | | | | | | | | | 13,056 | 50 |
| Western Maryland, | 3,852,596 | 00 | 4,205,250 | 00 | 4,412,630 | 88 | 4,589,313 | 53 | 4,374,583 | 20 |
| Western Pennsylvania, | 3,044,508 | 00 | 3,126,000 | 00 | 3,210,000 | 00 | 3,990,006 | 95 | 4,300,000 | 00 |
| Wheeling, Pittsburgh and Baltimore, | | | | | | | | | 283,007 | 75 |
| Williamsport and North Branch, | | | | | | | 5,000 | 00 | 13,000 | 00 |
| Wilmington and Northern, | 130,000 | 00 | 58,600 | 00 | 113,200 | 00 | 150,000 | 00 | 207,000 | 00 |
| Wind Gap and Delaware, | | | | | 6,041 | 27 | | | 9,280 | 13 |
| York and Peach Bottom, | | | | | | | | | 250,973 | 23 |
| Total, | $556,962,834 | 89 | $589,374,029 | 87 | $589,133,035 | 60 | $650,475,382 | 09 | $704,737,697 | 44 |

## COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | | | | | | | | | $482,665 | 69 |
| Allegheny Valley, | $23,982,212 | 94 | $24,007,250 | 62 | $24,009,218 | 24 | $24,049,513 | 30 | 24,049,540 | 30 |
| Allentown, | 1,084,453 | 73 | 1,084,588 | 55 | 1,084,691 | 28 | 1,084,652 | 71 | 1,084,652 | 71 |
| Arnot and Pine Creek, | | | | | | | a255,000 | 00 | a255,000 | 00 |
| Bradford, | | | | | | | | | a168,305 | 40 |
| Bachman Valley, | 112,412 | 29 | 112,445 | 54 | 112,494 | 13 | 112,494 | 13 | a112,494 | 13 |
| Bald Eagle Valley, | 1,050,000 | 00 | 1,050,000 | 00 | 1,350,050 | 00 | 1,398,228 | 94 | a1,428,667 | 56 |
| Baltimore and Cumberland Valley, | | | | | 152,018 | 16 | 152,432 | 05 | a152,432 | 05 |
| Baltimore and Cumberland Valley Extension, | | | | | 508,845 | 00 | 500,000 | 00 | a500,000 | 00 |
| Barclay, | 622,600 | 00 | 622,600 | 00 | 622,600 | 00 | 622,600 | 00 | a622,600 | 00 |
| Bangor and Portland, | | | | | 132,000 | 00 | 289,032 | 45 | 320,139 | 00 |
| Bedford and Bridgeport, | 1,421,241 | 91 | 1,421,486 | 61 | 1,423,590 | 61 | 1,423,606 | 61 | a1,423,606 | 61 |
| Bellefonte and Snow-Shoe, | 458,181 | 33 | 458,181 | 33 | | | | | | |
| Bradford, | | | | | | | 168,305 | 40 | a168,305 | 40 |
| Berlin, | 5,000 | 00 | | | | | | | | |
| Bell's Gap, | 216,699 | 58 | 366,388 | 80 | 402,213 | 25 | 423,477 | 22 | 1,040,220 | 63 |
| Berlin Branch, | 75,157 | 97 | 75,219 | 52 | 75,685 | 49 | 75,836 | 59 | | |
| Bradford, Bordell and Kinzua, | | | | | 274,964 | 62 | 278,845 | 73 | 580,706 | 01 |
| Bradford, Bordell and Smethport, | | | | | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 |
| Bradford, Eldred and Cuba, | | | | | | | 1,134,022 | 66 | 1,138,437 | 52 |
| Bradford, Richburg and Cuba, | | | | | 57,400 | 00 | 187,200 | 00 | 187,200 | 00 |
| Brandy Camp, | | | | | | | | | 55,000 | 00 |
| Brownsville, | 186,850 | 00 | | | | | | | | |
| Buffalo, Bradford and Pittsburgh, | | | | | 2,866,400 | 00 | 2,866,400 | 00 | a2,866,400 | 00 |
| Buffalo, New York and Philadelphia, | 6,801,048 | 03 | 6,915,756 | 49 | 7,264,606 | 00 | 7,767,638 | 81 | 30,949,583 | 80 |
| Buffalo, Pittsburgh and Western, | | | | | 15,467,980 | 83 | 16,475,019 | 62 | | |
| Catasauqua and Fogelsville, | 658,335 | 59 | 658,335 | 59 | 658,335 | 59 | 658,335 | 59 | 658,335 | 59 |
| Catawissa, | 6,206,668 | 08 | 6,206,668 | 08 | 6,206,668 | 08 | 6,206,668 | 08 | a6,206,668 | 08 |
| Chartiers, | 1,122,336 | 10 | 1,122,336 | 10 | 1,122,336 | 10 | 1,122,336 | 10 | a1,122,336 | 10 |
| Chester Creek, | 376,297 | 67 | 376,297 | 67 | 376,297 | 67 | 457,100 | 00 | a457,100 | 00 |
| Chester and Delaware River, | 220,915 | 21 | 220,915 | 21 | 220,915 | 21 | 220,915 | 21 | a220,915 | 21 |
| Chester Valley, | 1,774,400 | 00 | 1,756,900 | 00 | 1,756,900 | 00 | | | | |
| Chestnut Hill, | 120,650 | 00 | 120,650 | 00 | 120,650 | 00 | 120,650 | 00 | | |

a Cost of road alone. Equipment owned by lessee.

## COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Clarion, Mahoning and Pittsburgh, | | | | | | | $16,129 | 69 | *b* $69,649 | 69 |
| Cleveland and Pittsburgh, | $16,615,871 | 52 | $16,225,818 | 69 | $16,306,666 | 89 | 16,878,871 | 74 | 16,878,871 | 74 |
| Colebrookdale, | 667,774 | 73 | 668,210 | 50 | 668,797 | 23 | 671,487 | 84 | *a* 671,487 | 84 |
| Columbia and Port Deposit, | 1,722,117 | 93 | 1,733,411 | 24 | 1,733,393 | 49 | 2,024,327 | 16 | *a* 2,024,327 | 16 |
| Connecting, | 2,347,588 | 74 | 2,347,953 | 29 | 2,381,460 | 46 | 2,491,488 | 15 | *a* 2,694,829 | 59 |
| Corning, Cowanesque and Antrim, | 1,900,000 | 00 | 2,400,000 | 00 | 2,400,000 | 00 | 2,500,000 | 00 | 4,767,406 | 37 |
| Cornwall, | 443,118 | 91 | 453,874 | 80 | 457,157 | 54 | 457,946 | 31 | 506,510 | 39 |
| Cumberland Valley, | 1,887,465 | 95 | 1,887,465 | 95 | 1,887,465 | 00 | 1,902,406 | 47 | 1,917,968 | 92 |
| Danville and Shamokin, | 20,000 | 00 | 26,710 | 00 | 26,848 | 88 | 26,710 | 00 | *a* 26,710 | 00 |
| Danville and Riverside, | 3,897 | 58 | 3,949 | 21 | 4,008 | 23 | 4,008 | 23 | *a* 4,058 | 23 |
| Delaware and Hudson, | 4,869,101 | 95 | 4,904,623 | 95 | 6,977,369 | 54 | 5,012,538 | 09 | 5,193,453 | 17 |
| Delaware, Lackawanna and Western, | 23,454,891 | 05 | 23,975,932 | 82 | 24,540,564 | 33 | 25,396,719 | 14 | 25,789,872 | 33 |
| Delaware River and Lancaster, | 17,200 | 00 | | | 18,535 | 00 | 22,803 | 00 | *b* 18,535 | 00 |
| Dillsburg and Mechanicsburg, | 166,171 | 85 | 166,171 | 85 | 166,171 | 85 | 183,021 | 21 | *a* 181,021 | 21 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 4,815,379 | 35 | 4,816,039 | 00 | 5,019,544 | 04 | 4,818,844 | 04 | 4,819,157 | 43 |
| Delaware Western, | 816,821 | 11 | 816,821 | 11 | 816,821 | 11 | 816,821 | 11 | Merged. | |
| East Brandywine and Waynesburg, | 537,464 | 57 | 537,464 | 57 | 537,464 | 57 | 535,105 | 27 | 535,105 | 27 |
| East Broad Top, | 1,052,390 | 82 | 1,062,267 | 93 | 1,077,922 | 07 | 1,094,924 | 59 | 1,094,792 | 53 |
| East Mahanoy, | 392,550 | 00 | 392,550 | 00 | 392,550 | 00 | 392,550 | 00 | *a* 392,550 | 00 |
| East Pennsylvania, | 1,884,683 | 79 | 1,884,683 | 79 | 1,884,683 | 79 | 1,884,683 | 79 | *a* 1,884,683 | 79 |
| Ebensburg and Cresson, | 122,000 | 00 | 122,000 | 00 | 122,000 | 00 | 122,000 | 00 | | |
| Edgewood, | 30,172 | 36 | 48,172 | 36 | 30,172 | 36 | 48,172 | 36 | 30,172 | 36 |
| Elmira and Williamsport, | 2,620,000 | 00 | 2,620,000 | 00 | 2,620,000 | 00 | 2,570,000 | 00 | 2,270,000 | 00 |
| Erie and Pittsburgh, | 5,076,662 | 44 | 5,076,662 | 44 | 5,076,662 | 44 | 5,076,662 | 44 | 5,075,662 | 44 |
| Evergreen, | 31,124 | 98 | 31,124 | 98 | | | 35,724 | 98 | 35,724 | 98 |
| Emlenton, Shippenville and Clarion, | 393,653 | 73 | 387,394 | 88 | 387,394 | 88 | | | | |
| Fayette County, | 130,000 | 00 | 130,000 | 00 | 130,000 | 00 | | | *a* 130,000 | 00 |
| Foxburg, St. Petersburg and Clarion, | 160,950 | 51 | 164,759 | 08 | 164,760 | 08 | | | | |
| Greenlick Narrow Gauge, | 32,343 | 36 | 32,876 | 75 | 33,377 | 05 | 35,484 | 60 | 35,484 | 60 |
| Geneva, Hornellsville and Pine Creek, | 442,175 | 00 | 442,175 | 00 | | | | | | |
| Hanover Junction, Hanover and Gettysburg, | 479,138 | 36 | 498,511 | 00 | 514,897 | 00 | 533,156 | 36 | 546,566 | 00 |
| Hanover Junction and Susquehanna, | 203,256 | 08 | 220,216 | 14 | | | | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,882,550 | 00 | 1,882,550 | 00 | 1,882,550 | 00 | 1,882,550 | 00 | *a* 1,882,550 | 00 |
| Harrisburg and Potomac, | 833,753 | 88 | 843,253 | 88 | 856,131 | 72 | 959,674 | 98 | 1,100,616 | 97 |
| Huntingdon and Broad Top Mountain, | 4,376,091 | 38 | 4,398,166 | 01 | 4,412,163 | 23 | 5,541,032 | 13 | *a* 5,573,052 | 41 |
| Hanover and York, | 344,310 | 20 | 392,200 | 00 | | | | | | |
| Huntingdon, Fulton and Franklin, | 2,000 | 00 | 2,000 | 00 | | | | | | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ironton, | 268,000 | 00 | 268,000 | 00 | 268,000 | 00 | 268,000 | 00 | 268,000 | 00 | | |
| Jamestown and Franklin, | 2,530,872 | 61 | 2,530,980 | 61 | 2,533,551 | 73 | 5,067,110 | 96 | a2,538,473 | 00 | | |
| Jefferson, | 4,396,050 | 00 | 4,396,050 | 00 | 4,396,050 | 00 | 4,396,050 | 00 | a4,396,050 | 00 | | |
| Jersey Shore, Pine Creek and Buffalo, | 833,362 | 76 | 839,835 | 56 | 842,106 | 50 | 2,972,887 | 14 | a4,095,627 | 83 | | |
| Junction, | 1,064,730 | 50 | 1,062,330 | 50 | 1,062,000 | 50 | 1,062,000 | 50 | a1,032,000 | 00 | | |
| Karns City and Butler, | . . . . . | | 221,994 | 71 | 222,051 | 63 | . . . | | . . . | | | |
| Kendall and Eldred, | . . . . . | | 173,114 | 01 | 180,635 | 28 | 180,635 | 28 | a180,635 | 28 | | |
| Kinzua, | . . . . . | | . . . . . | | . . . . . | | 168,305 | 40 | a168,305 | 40 | | |
| Lake Shore and Michigan Southern, | 79,978,000 | 00 | 79,978,000 | 00 | 80,265,000 | 00 | 83,669,000 | 00 | 84,000,000 | 00 | | |
| Lancaster and Reading, (narrow guage,) | 142,041 | 43 | . . . . . | | . . . . . | | . . . . . | | . . . . . | | | |
| Lawrence, | 800,343 | 72 | . . . . . | | 807,495 | 84 | 808,495 | 84 | a820,368 | 30 | | |
| Lawrenceville and Evergreen, | 23,481 | 00 | . . . . . | | . . . . . | | . . . . . | | . . . . . | | | |
| Lewisburg Centre and Spruce Creek, | 1,404,089 | 83 | . . . . . | | . . . . . | | . . . . . | | . . . . . | | | |
| Lehigh and Lackawanna, | 975,100 | 00 | 976,147 | 66 | 976,147 | 66 | 976,147 | 66 | a976,147 | 66 | | |
| Lehigh and Susquehanna, | 13,844,255 | 90 | 13,982,658 | 70 | 14,002,005 | 11 | 14,001,634 | 56 | a14,305,698 | 70 | | |
| Lehigh Valley, | 32,342,019 | 59 | 32,877,479 | 66 | 33,424,541 | 74 | 34,224,872 | 67 | 34,773,276 | 68 | | |
| Lewisburg and Tyrone, | . . . | | 1,317,902 | 74 | 1,424,352 | 74 | 1,445,477 | 73 | a1,447,614 | 35 | | |
| Ligonier Valley, | 64,654 | 29 | 68,260 | 13 | 71,006 | 86 | 79,125 | 38 | 199,921 | 23 | | |
| Little Saw-Mill Run, | 136,162 | 13 | 139,652 | 69 | 184,872 | 73 | 206,620 | 64 | 234,832 | 41 | | |
| Littlestown, | 115,616 | 00 | 115,616 | 00 | 115,616 | 00 | 115,616 | 00 | a115,616 | 00 | | |
| Little Schuylkill Navigation, | 1,416,187 | 80 | 1,416,187 | 80 | 1,416,187 | 80 | 1,416,187 | 80 | a1,416,187 | 80 | | |
| Lykens Valley, | 595,767 | 24 | 595,767 | 24 | 595,767 | 24 | 595,767 | 24 | 595,767 | 24 | | |
| Lock Haven and Clearfield, | . . . | | . . . | | 7,751 | 15 | 7,768 | 25 | b7,785 | 95 | | |
| McKean and Buffalo, | 839,223 | 84 | 839,223 | 84 | 839,178 | 84 | 839,178 | 84 | 838,178 | 84 | | |
| Mifflin and Centre County, | 269,551 | 74 | 269,551 | 74 | 269,551 | 74 | 269,551 | 74 | a269,551 | 74 | | |
| Mill Creek and Mine Hill Navigation, | 323,045 | 00 | . . . . . | | 323,045 | 00 | 323,045 | 00 | . . . | | | |
| Monongahela Inclined Plane, | . . . | | 81,327 | 09 | 94,170 | 10 | 105,159 | 44 | a216,913 | 11 | | |
| Mont Alto, | 320,000 | 00 | 320,054 | 00 | 327,449 | 19 | 333,139 | 64 | 366,941 | 70 | | |
| Montrose, | 370,050 | 32 | 370,050 | 32 | 379,218 | 01 | 382,449 | 31 | 373,449 | 31 | | |
| Mount Carbon and Port Carbon, | 282,815 | 45 | 282,815 | 45 | 282,815 | 45 | 282,815 | 45 | a282,815 | 45 | | |
| Mount Oliver Incline, | . . . | | 82,215 | 53 | 82,215 | 53 | 87,715 | 53 | a87,715 | 53 | | |
| Mount Pleasant and Broadford, | 201,669 | 69 | 201,669 | 69 | 201,616 | 69 | 201,669 | 69 | a201,669 | 69 | | |
| Moshannon and Clearfield, | . . . . . | | 3,487 | 00 | 19,620 | 50 | 36,093 | 84 | a94,612 | 57 | | |
| Meadville, | . . . | | . . . . . | | . . . . . | | 296,935 | 00 | . . . . . | | | |
| Muncy Creek, | 345,750 | 00 | . . . . . | | . . . . . | | . . . . . | | . . . . . | | | |
| Nesquehoning Valley, | 1,397,279 | 42 | 1,400,915 | 43 | 1,400,915 | 43 | 1,401,045 | 32 | a1,401,045 | 00 | | |
| New Castle and Beaver Valley, | 852,632 | 96 | 852,632 | 96 | 857,632 | 96 | 865,413 | 29 | a866,001 | 59 | | |
| New Castle and Oil City, | 56,202 | 26 | 56,202 | 26 | 1,300,719 | 66 | . . . . . | | . . . | | | |
| Newry, | 23,573 | 71 | 23,573 | 71 | 23,573 | 71 | 25,336 | 92 | a25,408 | 44 | | |
| Northern Central, | 17,402,157 | 77 | 17,351,957 | 77 | 17,520,820 | 23 | 18,029,911 | 64 | 17,019,164 | 98 | | |

*a* Cost of road alone. Equipment owned by lessee. *b* Not finished.

## COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| North-East Pennsylvania, | $291,881 | 26 | $291,881 | 26 | $292,056 | 26 | $292,056 | 26 | a$306,004 | 37 |
| North Pennsylvania, | 10,145,013 | 01 | 10,158,409 | 70 | 10,161,461 | 45 | 10,270,233 | 45 | 11,425,519 | 98 |
| New York, Chicago and St. Louis, | | | | | | | 66,806,198 | 45 | 70,504,635 | 92 |
| New York, Lake Erie and Western, | | | | | 7,213,614 | 12 | 8,818,860 | 71 | | |
| New York, Pennsylvania and Ohio, | | | | | 131,775,729 | 78 | 135,592,198 | 78 | 137,875,368 | 64 |
| New York, Ridgway and Pittsburgh, | | | | | 27,000 | 00 | | | | |
| North and West Branch, | | | | | | | 3,000,000 | 00 | a3,017,580 | 09 |
| New York, Lake Erie and Western Coal, | | | | | | | 1,524,280 | 84 | 1,873,600 | 02 |
| Oil City and Ridgway, | | | 30,000 | 00 | 71,427 | 43 | 58,049 | 81 | a58,049 | 81 |
| Olean, Bradford and Warren, | 135,816 | 62 | 140,385 | 35 | 141,452 | 40 | 141,452 | 40 | a141,452 | 40 |
| Oil City and Chicago, | | | | | | | 4,077,573 | 21 | | |
| Parker and Karns City, | | | 307,448 | 28 | 309,119 | 35 | | | | |
| Peach Bottom, | 73,040 | 00 | 73,040 | 00 | 74,240 | 00 | | | | |
| Pennsylvania, | 50,162,848 | 97 | 52,450,185 | 98 | 56,372,241 | 48 | 59,804,269 | 87 | 61,828,589 | 48 |
| Pennsylvania Coal, | 2,000,000 | 00 | 2,000,000 | 00 | 2,000,000 | 00 | 2,000,000 | 00 | 2,000,000 | 00 |
| Pennsylvania and Schuylkill Valley, | | | | | | | | | a3,769,991 | 08 |
| Philadelphia and Merion, | | | | | 7,777 | 01 | | | | |
| People's, | 119,982 | 41 | 119,982 | 41 | 119,982 | 41 | 123,369 | 63 | 118,406 | 63 |
| Perkiomen, | 2,057,732 | 28 | 2,057,733 | 28 | 2,041,008 | 51 | 2,055,407 | 77 | 2,081,090 | 61 |
| Philadelphia and Baltimore Central, | 2,124,576 | 95 | 2,106,826 | 95 | 2,106,826 | 95 | 4,210,995 | 38 | 4,204,153 | 98 |
| Philadelphia and Chester County, | 153,398 | 25 | 173,862 | 96 | 575,056 | 81 | 711,094 | 54 | a761,192 | 84 |
| Philadelphia and Erie, | 26,176,101 | 35 | 26,189,698 | 35 | 26,186,163 | 35 | 26,186,163 | 35 | a26,186,163 | 35 |
| Philadelphia, Germantown and Norristown, | 1,507,067 | 93 | 1,507,066 | 84 | 1,507,066 | 84 | 1,139,078 | 84 | | |
| Pittsburgh, Buffalo and Rochester, | | | 99,546 | 25 | | | 130,424 | 29 | 130,424 | 29 |
| Philadelphia, Newtown and New York, | 1,878,500 | 00 | | | | | | | a1,900,000 | 00 |
| Philadelphia and Reading, | 47,556,875 | 41 | 47,556,875 | 41 | 47,556,875 | 41 | 47,556,875 | 41 | 50,689,829 | 56 |
| Philadelphia and Trenton, | 1,799,295 | 19 | 1,803,235 | 50 | 1,803,235 | 50 | 2,075,197 | 25 | a2,390,608 | 65 |
| Philadelphia, Wilmington and Baltimore, | 13,029,265 | 96 | 13,008,650 | 21 | 13,033,044 | 53 | 13,852,651 | 92 | 13,745,256 | 25 |
| Pickering Valley, | 476,342 | 63 | 476,342 | 63 | 477,205 | 97 | 479,766 | 47 | a480,292 | 47 |
| Pittsburgh, Bradford, and Buffalo, | | | | | 1,274,760 | 00 | 1,630,364 | 18 | | |
| Pittsburgh and Castle Shannon, | 548,634 | 77 | 141,900 | 00 | 196,635 | 00 | 204,927 | 50 | 216,427 | 50 |
| Pittsburgh Southern, | | | 583,702 | 42 | 590,022 | 03 | 1,017,409 | 24 | 1,721,217 | 57 |
| Pittsburgh, Cincinnati and St. Louis, | 19,942,294 | 81 | 19,942,902 | 81 | 19,979,032 | 46 | 19,995,963 | 34 | 20,735,953 | 86 |
| Pittsburgh and Connellsville, | 12,489,369 | 47 | 12,489,369 | 47 | 12,489,369 | 47 | 12,945,743 | 92 | 13,454,114 | 93 |
| Pittsburgh, Fort Wayne and Chicago, | 38,619,806 | 86 | 39,061,406 | 86 | 39,989,406 | 86 | 40,688,506 | 86 | a40,688,421 | 15 |
| Pittsburgh and Lake Erie, | 4,344,045 | 23 | 4,935,734 | 97 | 5,287,498 | 42 | 5,588,369 | 83 | | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburgh, Virginia and Charleston, | 2,057,884 | 62 | 1,836,170 | 20 | 2,280,830 | 07 | 4,246,598 | 66 | 4,415,598 | 57 |
| Pittsburgh and Western, | | | | | 6,000,000 | 00 | 10,023,643 | 01 | | |
| Plymouth, | 286,545 | 19 | 286,545 | 19 | 286,545 | 19 | 286,545 | 19 | | |
| Point Breeze, | 4,183 | 75 | 5,938 | 29 | 5,938 | 29 | 5,938 | 29 | | |
| Pomeroy and Newark, | | | | | | | 500,854 | 50 | a502,056 | 25 |
| Pomeroy and State Line, | | | 500,000 | 00 | 500,000 | 00 | | | | |
| Reading and Columbia, | 2,349,325 | 74 | 2,356,495 | 05 | 2,357,295 | 92 | 2,367,161 | 44 | 2,371,926 | 46 |
| Rew City and Eldred, | | | | | | | 111,349 | 50 | 112,726 | 65 |
| River Front, | | | | | 361,533 | 17 | 505,093 | 06 | a512,047 | 10 |
| Ridgway and Clearfield, | | | | | | | | | a614,498 | 25 |
| Rochester and Pittsburgh, | | | | | | | 7,596,585 | 27 | 23,029,367 | 10 |
| Salisbury, | 228,876 | 88 | 231,469 | 54 | 235,663 | 49 | 237,108 | 55 | 243,036 | 13 |
| Sharon, | 356,064 | 67 | 387,077 | 31 | 493,339 | 26 | 524,463 | 68 | a525,082 | 54 |
| Schuylkill Valley Navigation, | 576,840 | 96 | 576,840 | 96 | 576,840 | 96 | 576,840 | 96 | | |
| Selinsgrove and North Branch, | 216,300 | 00 | 216,300 | 00 | | | | | | |
| Shamokin Valley and Pottsville, | 1,208,050 | 00 | 5,751,400 | 00 | 4,083,750 | 00 | 1,208,050 | 00 | a2,875,700 | 00 |
| Sharpsville, | | | 321,281 | 21 | | | 395,340 | 92 | 420,776 | 58 |
| Shenango and Allegheny, | | | | | 1,262,911 | 17 | 1,369,829 | 06 | | |
| Slate Ridge and Delta, | 109 | 00 | 684 | 00 | 2,700 | 00 | 2,700 | 00 | a7,200 | 00 |
| Somerset and Cambria, | | | | | 1,093,166 | 16 | 1,111,120 | 94 | a1,302,403 | 94 |
| South Mountain, | | | 388,476 | 63 | 388,480 | 63 | 388,480 | 63 | 388,480 | 63 |
| Southern Pennsylvania Railway and Mining Co., | 974,065 | 86 | 974,065 | 86 | 974,065 | 86 | 974,065 | 86 | a974,065 | 86 |
| South-West Pennsylvania, | 1,568,299 | 87 | 1,566,038 | 07 | 1,763,061 | 33 | 1,894,269 | 49 | a1,753,416 | 53 |
| State Line and Sullivan.* | | | | | | | | | | |
| Stony Creek, | 497,138 | 23 | 507,646 | 38 | 501,956 | 83 | 503,890 | 80 | a543,707 | 54 |
| Sunbury and Lewistown, | | | | | 164,000 | 00 | | | | |
| Susquehanna and Clearfield, | | | | | 3,041 | 00 | 67,627 | 68 | a409,836 | 79 |
| Sunbury, Hazleton and Wilkes-Barre, | 3,500,000 | 00 | 3,350,000 | 00 | 3,300,000 | 00 | 3,300,000 | 00 | a3,300,000 | 00 |
| Susquehanna and Delaware River, | | | | | 40,000 | 00 | 42,000 | 00 | a79,450 | 00 |
| Shamokin, Sunbury and Lewisburg, | | | | | | | | | a2,489,108 | 48 |
| Tioga, | 2,045,934 | 89 | 2,064,830 | 98 | 2,090,220 | 18 | 2,090,656 | 38 | 2,039,906 | 90 |
| Tresckow, | 231,454 | 31 | 231,948 | 71 | 231,948 | 71 | 232,623 | 93 | a232,623 | 93 |
| Tyrone and Clearfield, | 1,000,000 | 00 | 1,000,000 | 00 | 1,000,000 | 00 | 1,000,000 | 00 | a1,199,329 | 61 |
| Warren and Farnesworth Valley, | | | | | | | 134,405 | 91 | 168,349 | 48 |
| Waynesburg and Washington, | 159,718 | 30 | 164,672 | 48 | 179,106 | 53 | 186,527 | 43 | 191,925 | 18 |
| West Chester, | 165,000 | 00 | 230,978 | 55 | 230,997 | 29 | | | | |
| West Chester and Philadelphia, | 2,049,189 | 51 | 2,181,146 | 66 | 2,220,973 | 78 | | | | |
| West Chester and Phœnixville, | | | 10,963 | 11 | 11,628 | 78 | 12,318 | 02 | a13,056 | 50 |

*a* Cost of road alone. Equipment owned by lessee.

* Purchased at foreclosure sale—cost unknown to present officers.

## COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Western Maryland, | $4,536,895 | 07 | $4,538,714 | 67 | $4,720,181 | 48 | $4,933,350 | 04 | a$4,803,049 | 78 |
| Western Pennsylvania, | 3,990,507 | 06 | 4,008,846 | 88 | 4,049,309 | 09 | 4,745,315 | 98 | a5,408,835 | 67 |
| Wheeling, Pittsburgh and Baltimore, | 462,820 | 00 | 462,820 | 00 | 462,820 | 00 | 462,820 | 00 | a846,485 | 74 |
| Wilcox and Howard Hill Improvement Co., | 72,428 | 98 | 72,428 | 98 | . . . . | . | . . . . | . | . . . . | . |
| Wilmington and Northern, | . . . . . | . . | 1,978,300 | 70 | 1,475,696 | 46 | 1,589,800 | 91 | 1,709,414 | 77 |
| Wind Gap and Delaware, | . . . . . | . . | . . . . . | . . | 16,041 | 27 | . . . . | | a59,280 | 13 |
| Williamsport and North Branch, | . . . . . | . . | . . . . . | . | . . . . . | . | 307,800 | 00 | . . . . . | . . |
| York and Peach Bottom, | . . . . . | . . | . . . . . | . . | . . . . . | . . | . . . . . | . . | 501,205 | 64 |
| Youghiogheny Northern, | . . . . . | . . | . . . . | . | . . . . . | . . | . . . . . | . . | 400,000 | 00 |
| Total, | $547,029,919 | 35 | $575,609,569 | 28 | $743,948,601 | 14 | $852,085,823 | 44 | $873,896,202 | 15 |

a Cost of road alone. Equipment owned by lessee.

## COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

| Name of Company. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Allegheny Valley, | 786,550 | 928,441 | 992,566 | 1,080,211 | 1,076,949 |
| Atlantic and Great Western, | 963,491 | | | | |
| Baltimore and Cumberland Valley, | | | 22,510 | 47,415 | 62,205 |
| Baltimore and Cumberland Valley Extension, | | | | 56,223 | 72,957 |
| Bangor and Portland, | | | 4,500 | 19,240 | |
| Baltimore and Philadelphia, | | | | | 44,730 |
| Barclay, | | | 16,547 | 15,463 | 15,183 |
| Bellefonte and Snow-Shoe, | 10,982 | 17,954 | | | |
| Berlin, | 1,727 | | 4,045 | 5,794 | |
| Bell's Gap, | 12,735 | 22,254 | 26,841 | 41,752 | 40,677 |
| Berlin Branch, | 4,809 | 4,221 | 4,319 | 4,544 | 4,019 |
| Bradford, Bordell and Kinzua, | | | 190,324 | 90,603 | |
| Buffalo, New York and Philadelphia, | 207,239 | 236,989 | 322,197 | 1,043,613 | 1,162,363 |
| Buffalo, Pittsburgh and Western, | | | 371,254 | 450,201 | |
| Bradford, Eldred and Cuba, | | | | 94,067 | |
| Catasauqua and Fogelsville, | 5,460 | 10,374 | 10,461 | 13,278 | 18,547 |
| Chartiers, | 132,688 | 150,160 | 163,116 | 190,563 | 206,569 |
| Cleveland and Pittsburgh, | 690,398 | 809,505 | 906,308 | 1,066,759 | 1,169,130 |
| Corning, Cowanesque and Antrim, | 60,688 | 66,903 | 76,679 | 101,852 | |
| Cornwall, | | | | | 61,212 |
| Cumberland Valley, | 323,045 | 391,083 | 452,932 | 501,943 | 548,712 |
| Delaware and Hudson, | 132,835 | 161,915 | 198,147 | 239,107 | 272,339 |
| Delaware, Lackawanna and Western, | 500,709 | 628,181 | 742,124 | 846,952 | 939,404 |
| Delaware and Western, | 32,204 | 36,835 | 42,779 | 48,267 | |
| Dillsburg and Mechanicsburg, | 16,034 | | | | |
| Dunkirk, Allegheny Valley and Pittsburgh, | 114,866 | 124,753 | 132,166 | 157,438 | 132,274 |
| East Broad Top, | 23,655 | 31,177 | 33,950 | 40,151 | 36,973 |
| Elmira and Williamsport, | 121,681 | 159,875 | 182,027 | 212,550 | 222,984 |
| Erie and Pittsburgh, | 125,942 | 166,352 | 164,247 | 195,987 | 221,262 |
| Evergreen, | | 33,977 | 44,957 | 46,450 | |
| Emlenton, Shippenville and Clarion, | 49,179 | 42,415 | 5,414 | | |
| Foxburg, St. Petersburg and Clarion, | 29,453 | 30,512 | 6,164 | | |
| Greenlick Narrow Guage, | 200 | 1,256 | 976 | 662 | |
| Hanover Junction, Hanover and Gettysburg, | 36,281 | 47,964 | 48,240 | 57,733 | 55,506 |

## COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Harrisburg and Potomac, | 6,501 | 11,473 | 9,545 | 12,821 | 17,311 |
| Huntingdon and Broad Top Mountain, | 46,560 | 73,338 | 77,541 | 87,268 | 95,723 |
| Junction, | 278,125 | | 341,511 | 2,646,589 | |
| Karns City and Butler, | | 31,142 | | | |
| Kendall and Eldred, | 201,740 | 357,946 | 246,122 | | |
| Lake Shore and Michigan Southern, | 2,803,046 | 3,250,028 | 3,669,412 | 3,996,320 | 3,879,490 |
| Lawrence, | 35,527 | | 40,756 | 53,183 | 63,361 |
| Lawrenceville and Evergreen, | 26,912 | | | | |
| Lehigh and Lackawanna, | 17,735 | 28,061 | 33,900 | 45,490 | |
| Lehigh and Susquehanna, | 421,298 | 524,011 | 600,746 | 609,251 | |
| Lehigh Valley, | 930,204 | 1,277,428 | 1,465,387 | 1,786,854 | |
| Ligonier Valley, | 13,176 | 34,461 | | 34,692 | 40,964 |
| Little Saw-Mill Run, | 1,382 | | | 7,092 | 14,436 |
| Lykens Valley, | 21,243 | *161,045 | 25,178 | 28,298 | 27,538 |
| Meadville, | | | 5,332 | 49,252 | 61,943 |
| McKean and Buffalo, | 23,822 | 40,000 | 36,039 | | |
| Monongahela Inclined Plane, | 385,489 | 539,201 | 659,057 | 731,978 | 793,045 |
| Mont Alto, | 20,810 | 47,818 | 70,023 | 72,223 | 66,537 |
| Montrose, | 10,334 | 11,482 | 13,458 | 14,922 | 14,974 |
| Mount Carbon and Port Carbon, | 228,478 | | | | |
| Mount Oliver Incline, | | 330,619 | 383,260 | 522,475 | 684,416 |
| Muncy Creek, | 2,744 | | 13,315 | | |
| New Castle and Beaver Valley, | 103,673 | 121,260 | 129,190 | 149,133 | 159,681 |
| Newry, | 32,791 | 44,320 | | | |
| Northern Central, | 1,109,061 | 1,353,233 | 1,794,368 | 1,882,473 | 2,103,708 |
| North-East Pennsylvania, | 69,582 | 78,280 | 76,471 | 82,493 | 93,489 |
| North Pennsylvania, | 586,547 | | | | |
| New York, Chicago and St. Louis, | | | | 47,870 | 423,007 |
| New York, Lake Erie and Western, | 4,894,527 | | 6,144,158 | 6,784,195 | 6,934,724 |
| New York, Pennsylvania and Ohio, | | 1,252,058 | 1,417,526 | 1,606,463 | 805,839 |
| New York, Lake Erie and Western Coal, | | | | 394 | 23,323 |
| New Castle and Oil City, | | | 48,844 | | |
| Olean, Bradford and Warren, | 151,838 | 158,335 | 156,277 | | |
| Oil City and Chicago, | | | | 62,745 | |
| Parker and Karns City, | | 43,252 | | | |
| Peach Bottom, | 47,670 | 54,254 | 45,654 | | |
| Pennsylvania, | 5,948,645 | 7,757,910 | 9,077,714 | 10,372,894 | 10,697,474 |

| | | | | | |
|---|---|---|---|---|---|
| Pennsylvania Coal, | 9,415 | 16,794 | 16,625 | 20,507 | 25,157 |
| Pennsylvania and New York, | 140,118 | 182,421 | 212,018 | 240,336 | 269,655 |
| Perkiomen, | 66,458 | 121,526 | 128,252 | 142,755 | 146,099 |
| Philadelphia and Baltimore Central, | 202,124 | 240,684 | 223,373 | . . . | . . . |
| Philadelphia and Erie, | 459,102 | 598,570 | 775,549 | 1,047,954 | 1,045,054 |
| Philadelphia, Newtown and New York, | . . . | 121 527 | 187,456 | 230,128 | 252,242 |
| Philadelphia and Reading, | 7,908,648 | 9,822,422 | 10,561,853 | 12,027,470 | 18,195,264 |
| Philadelphia and Trenton, | 1,745,977 | 1,858,974 | 2,300,856 | 2,944,881 | 3,187,783 |
| Philadelphia, Wilmington and Baltimore, | 2,371,114 | 2,801,964 | 3,001,928 | 4,544,053 | 4,612,243 |
| Pittsburgh Southern, | . . . | 79,814 | . . . | . . . | . . . |
| Pittsburgh, Bradford and Buffalo, | 236,554 | 356,480 | 37,386 | 59,774 | . . . |
| Pittsburgh and Castle Shannon, | 143,893 | 199,041 | 212,524 | 224,468 | 251,712 |
| Pittsburgh and Western, | . . . | . . . | . . . | 229,430 | . . . |
| Pittsburgh, Cincinnati and St. Louis, | 771,103 | 898,342 | 1,003,591 | 1,152,140 | 1,224,778 |
| Pittsburgh and Connellsville, | 852,542 | 1,106,150 | 1,321,192 | 1,529,558 | . . . |
| Pittsburgh, Fort Wayne and Chicago, | 2,230,384 | 2,597,484 | 2,837,544 | 3,093,204 | 3,126,544 |
| Pittsburgh and Lake Erie, | . . . | 354,487 | 440,414 | 509,578 | 554,534 |
| Reading and Columbia, | 200,130 | 233,044 | 244,749 | 279,709 | 310,363 |
| Rochester and Pittsburgh, | . . . | . . . | . . . | 185,160 | . . . |
| Salisbury, | 7,454 | 10,945 | 11,433 | . . . | . . . |
| Shamokin Valley and Pottsville, | 46,443 | 94,091 | 120,948 | 131,127 | 137,976 |
| Shenango and Allegheny, | . . . | . . . | 37,249 | 57,821 | . . . |
| Somerset and Cambria, | . . . | 15,000 | 44,392 | 109,264 | . . . |
| South Mountain, | 36,666 | 61,638 | 57,678 | 59,534 | 49,790 |
| State Line and Sullivan, | 8,154 | . . . | . . . | . . . | . . . |
| Stony Creek, | 18,725 | 42,332 | 57,143 | 71,011 | 86,499 |
| Tioga, | 73,186 | 93,527 | 120,949 | 152,965 | 160,891 |
| Warren and Farnesworth Valley, | . . . | . . . | . . . | 25,412 | 19,171 |
| Waynesburg and Washington, | 24,232 | 27,414 | 33,039 | 31,923 | 33,142 |
| West Chester and Philadelphia, | 738,127 | 732,692 | 966,046 | . . . | . . . |
| Western Maryland, | 362,168 | 430,366 | 475,580 | 545,621 | 619,845 |
| Wheeling, Pittsburgh and Baltimore, | 54,026 | 50,799 | 58,416 | 56,746 | . . . |
| Wilmington and Northern, | . . . | 124,697 | 154,730 | 191,058 | 240,580 |
| Wilmington and Western, | 93,538 | . . . | . . . | . . . | . . . |
| Williamsport and North Branch, | . . . | . . . | . . . | 5,615 | . . . |
| York and Peach Bottom, | . . . | . . . | . . . | . . . | 61,855 |
| Total, | 41,538,552 | 45,026,726 | 57,270,037 | 68,255,033 | 67,976,255 |

* These figures are erroneous, though given in the Comparative Statements from 1880 down to this time. The report of the company for 1880 shows the total number of passengers carried that year to have been 22,347.

## COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Addison and Northern, | . . . . . | . . . . . | . . . . . | . . . . . | 12,616 |
| Allegheny Valley, | 2,335,820 | 2,622,842 | 3,061,735 | 3,543,309 | 3,583,014 |
| Atlantic and Great Western, | 3,259,843 | . . . . . | . . . . . | . . . . . | . . . . . |
| Baltimore and Cumberland Valley, | . . . . . | . . . . . | 19,194 | 22,367 | 28,801 |
| Baltimore and Cumberland Valley Extension, | . . . . . | . . . . . | . . . . . | 8,784 | 17,679 |
| Bachman Valley, | . . . . . | . . . . . | . . . . . | . . . . . | 58,312 |
| Baltimore and Philadelphia, | . . . . . | . . . . . | . . . . . | . . . . . | 58,637 |
| Bangor and Portland, | . . . . . | . . . . . | 40,879 | 52,982 | 56,900 |
| Barclay, | . . . . . | . . . . . | 537,155 | 484,039 | 389,481 |
| Bellefonte and Snow Shoe, | 83,368 | 86,473 | . . . . . | . . . . . | . . . . . |
| Bell's Gap, | 88,628 | 99,562 | 107,538 | 196,151 | 163,014 |
| Berlin, | 4,568 | . . . . . | . . . . . | 64,031 | 31,261 |
| Berlin Branch, | 7,126 | 7,005 | 8,375 | 7,740 | 8,483 |
| Bradford, Bordell and Kinzua, | . . . . . | . . . . . | 38,005 | 25,011 | 26,522 |
| Bradford, Eldred and Cuba, | . . . . . | . . . . . | . . . | 58,382 | 37,882 |
| Buffalo, New York and Philadelphia, | 1,063,256 | 1,378,625 | 1,266,739 | 1,549,088 | 2,627,959 |
| Buffalo, Pittsburgh and Western, | . . . . . | . . . . . | 747,824 | 953,494 | . . . . . |
| Catasauqua and Fogelsville, | 299,023 | 433,958 | 439,729 | 426,297 | 370,184 |
| Chartiers, | 167,608 | 214,173 | 289,361 | 293,829 | 426,473 |
| Cleveland and Pittsburgh, | 1,810,187 | 1,969,230 | 2,481,592 | 2,538,759 | 2,635,634 |
| Corning, Cowanesque and Antrim, | 707,885 | 666,936 | 827,503 | 849,379 | 1,218,217 |
| Cornwall, | 537,371 | 434,918 | 519,838 | 647,200 | 720,832 |
| Cumberland Valley, | 374,172 | 447,126 | 550,811 | 613,425 | 711,814 |
| Delaware and Hudson, | 3,102,849 | 2,847,752 | 3,372,952 | 3,569,231 | 3,842,393 |
| Delaware, Lackawanna and Western, | 5,283,442 | 5,269,359 | 6,520,037 | 6,901,912 | 7,036,692 |
| Delaware and Western,* | 113,637 | 121,534 | 67,335 | 38,888 | . . . . . |
| Dillsburg and Mechanicsburg, | . . . . . | . . . . . | . . . . . | . . . . . | 97,771 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 254,164 | 195,538 | 245,063 | 282,915 | 280,344 |
| East Broad Top, | 169,692 | 198,662 | 209,818 | 255,196 | 162,827 |
| Edgewood, | 92,000 | 92,000 | 85,650 | 74,721 | 85,952 |
| Elmira and Williamsport, | 1,118,693 | 1,415,547 | 1,656,418 | 1,752,082 | 1,737,571 |
| Erie and Pittsburgh, | 715,282 | 793,614 | 872,708 | 819,761 | 910,454 |
| Emlenton, Shippensville and Clarion, | 11,097 | 19,748 | 5,372 | . . . . . | . . . . . |
| Evergreen, | . . . . . | . . . . . | . . . . . | 810 | . . . . . |
| Foxburg, St. Petersburg and Clarion, | 5,202 | 15,105 | 5,428 | . . . . . | . . . . . |

| | | | | | |
|---|---|---|---|---|---|
| Greenlick Narrow Gauge, | 12,567 | 11,417 | 14,208 | 16,671 | 15,132 |
| Hanover Junction, Hanover and Gettysburg, | 57,485 | 89,422 | 93,460 | 110,050 | 103,046 |
| Harrisburg and Potomac, | 35,780 | 41,479 | 41,306 | 43,286 | 71,509 |
| Huntingdon and Broad Top Mountain, | 415,337 | 564,942 | 683,423 | 632,112 | 892,267 |
| Ironton, | 80,531 | 113,244 | 136,637 | 133,824 | 124,286 |
| Jersey Shore, Pine Creek and Buffalo, | | | | | [1]347,738 |
| Karns City and Butler, | 1,793 | | | | |
| Kendall and Eldred, | 40,362 | 61,518 | 43,832 | | |
| Keystone Coal, | 57,490 | 51,752 | | | 49,251 |
| Lake Shore and Michigan Southern, | 7,541,794 | 8,350,336 | 9,164,508 | 9,195,538 | 8,478,605 |
| Lawrence, | 702,181 | 678,460 | 783,915 | 986,312 | 1,244,401 |
| Lehigh and Lackawanna, | 49,780 | 53,285 | 54,627 | 81,958 | 64,054 |
| Lehigh and Susquehanna, | 5,074,206 | 3,908,335 | 4,641,360 | 5,381,362 | [2] |
| Lehigh Valley, | 7,670,023 | 8,188,118 | 9,972,773 | 10,772,436 | 10,499,243 |
| Ligonier Valley, | 12,642 | 16,065 | | 22,196 | 25,332 |
| Little Saw-Mill Run, | 540,090 | 301,708 | 418,813 | 228,713 | 283,507 |
| Lykens Valley, | 465,908 | 447,298 | 480,825 | 550,622 | 583,621 |
| Meadville, | | | 2,543 | 19,324 | 14,564 |
| McKean and Buffalo, | 100,349 | 135,106 | 140,155 | | |
| Mont Alto, | 22,634 | 34,552 | 40,213 | 46,620 | 42,775 |
| Montrose, | 9,181 | 11,863 | 12,961 | 16,288 | 15,772 |
| Muncy Creek, | 11,584 | | 20,922 | | |
| New Castle and Beaver Valley, | 1,004,916 | 1,220,833 | 1,325,217 | 1,514,863 | 1,849,916 |
| New Castle and Mining, | 9,475 | | | 17,165 | 18,288 |
| Northern Central, | 3,964,918 | 4,598,922 | 4,870,274 | 5,172,662 | 5,413,849 |
| North-East Pennsylvania, | 12,237 | 13,015 | 22,114 | 22,114 | 21,937 |
| North Pennsylvania, | 607,724 | | | | |
| New York, Chicago and St. Louis, | | | | 45,758 | 981,832 |
| New York, Lake Erie and Western, | 8,212,641 | | | 11,895,238 | 13,610,623 |
| New York, Pennsylvania and Ohio, | | 3,945,746 | 4,887,909 | 5,409,774 | [3]2,970,176 |
| New York, Lake Erie and Western Coal, | | | | | 352,226 |
| New Castle and Oil City, | 68,692 | 124,176 | 196,190 | | |
| Olean, Bradford and Warren, | 18,195 | 27,146 | 22,689 | | |
| Oil City and Ridgway, | | 7,200 | 3,893 | 8,777 | 12,672 |
| Oil City and Chicago, | | | | 390,381 | |
| Parker and Karns City, | | 6,827 | | | |
| Peach Bottom, | 22,624 | 23,408 | 23,022 | | |
| Pennsylvania, | 13,684,041 | 15,364,788 | 18,229,365 | 20,360,399 | 21,674,160 |
| Pennsylvania Coal, | 1,548,630 | 1,269,521 | 1,613,416 | 1,631,698 | 1,668,474 |
| Pennsylvania and New York, | 2,104,551 | 2,052,449 | 2,718,156 | 2,657,375 | 2,703,399 |
| Perkiomen, | 310,729 | 657,365 | 685,390 | 630,999 | 632,499 |

*Changed to Baltimore and Philadelphia. [1] For six months. [2] Owned by Lehigh Coal and Navigation Company and leased to Philadelphia and Reading railroad. Not reported separately. [3] For seven months.

## COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS -Continued.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Philadelphia and Baltimore Central, | 146,350 | 136,044 | 159,097 | . . . . . | . . . . . |
| Philadelphia and Erie, | 4,130,126 | 4,861,463 | 5,277,056 | 5,579,353 | 5,154,935 |
| Philadelphia, Newtown and New York, | . . | 17,812 | 15,512 | 27,658 | 30,670 |
| Philadelphia and Reading, | 14,673,159 | 14,842,766 | 16,841,807 | 18,054,351 | 22,938,311 |
| Philadelphia and Trenton, | 3,156,040 | 3,605,582 | 4,421,937 | 5,035,900 | 5,533,076 |
| Philadelphia, Wilmington and Baltimore, | 1,095,142 | 1,222,694 | 1,346,957 | 1,703,215 | 2,024,227 |
| Pittsburgh and Western. | . . . . | . . . . | . . . . | 106,986 | 316,725 |
| Pittsburgh, Bradford and Buffalo, | 625,669 | 712,211 | 13,874 | 44,571 | [1] |
| Pittsburgh and Castle Shannon, | 71,488 | 101,167 | 134,577 | 132,984 | 122,747 |
| Pittsburgh Southern, | . . . . . | 24,416 | 31,706 | 34,561 | 37,171 |
| Pittsburgh, Cincinnati and St. Louis, | 2,728,461 | 3,072,915 | 3,261,663 | 3,131,574 | 3,444,553 |
| Pittsburgh and Connellsville, | 2,045,367 | 2,533,064 | 4,856,306 | 3,530,541 | 3,336,918 |
| Pittsburgh, Fort Wayne and Chicago, | 3,736,324 | 3,881,726 | 4,775,320 | 4,851,022 | 5,061,540 |
| Pittsburgh and Lake Erie, | 371,461 | 1,045,122 | 1,415,561 | 1,697,202 | 2,126,473 |
| Reading and Columbia, | 349,361 | 465,012 | 449,069 | 578,084 | 612,657 |
| Rochester and Pittsburgh, | . . . . . | . . . . . | . . . . . | 179,883 | 327,965 |
| Salisbury, | 91,562 | 154,732 | 123,224 | . . . . | 209,479 |
| Shamokin Valley and Pottsville, | 1,149,275 | 1,364,766 | 1,602,327 | 1,677,738 | 1,763,387 |
| Sharpsville, | . . . . . | 127,507 | . . . . . | 158,250 | 132,949 |
| Shenango and Allegheny, | . . . . . | . . . . | 242,930 | 320,157 | . . . . |
| Somerset and Cambria, | . . . . . | 20,000 | . . . . | 109,490 | 154,443 |
| South Mountain, | 37,321 | 46,774 | 54,705 | 59,585 | 53,590 |
| State Line and Sullivan, | 52,993 | . . . . . | . . . | 73,412 | . . . . |
| Stony Creek, | 6,305 | 35,555 | 126,180 | 115,370 | 194,839 |
| Tioga, | 691,137 | 697,775 | 906,349 | 961,324 | 1,029,397 |
| Warren and Farnesworth Valley, | . . . . . | . . . . . | . . . . | 3,813 | 10,342 |
| Waynesburg and Washington, | 8,009 | 10,054 | 12,868 | 13,913 | 16,129 |
| West Chester and Philadelphia, | 95,439 | 97,345 | 165,674 | . . . . . | . . . . . |
| Western Maryland, | 136,220 | 180,959 | 182,065 | 223,569 | 303,071 |
| Wheeling, Pittsburgh and Baltimore, | 15,130 | 23,682 | 28,469 | 33,193 | 66,143 |
| Wilmington and Northern, | . . . . . | 356,407 | 492,891 | 554,010 | 564,534 |
| Williamsport and North Branch, | . . . . . | . . . . . | . . . . . | . . . . | 29,050 |
| York and Peach Bottom, | . . . . . | . . . . . | . . . . . | 8,505 | 34,085 |
| Total, | 111,727,809 | 111,348,416 | 132,410,302 | 150,040,190 | 162,854,308 |

[1] Merged in Pittsburgh and Western.

## COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | | | | | | | | | $45,706 | 71 |
| Allegheny Valley, | $1,711,696 | 57 | $1,906,843 | 86 | $2,112,580 | 47 | $2,331,390 | 87 | 2,307,369 | 18 |
| Allentown, | 2,196 | 01 | | | | | | | *3,831 | 83 |
| Atlantic and Great Western, | 4,135,296 | 47 | | | | | | | | |
| Baltimore and Cumberland Valley, | | | | | 9,413 | 23 | 8,749 | 17 | 9,599 | 52 |
| Baltimore and Cumberland Valley Extension, | | | | | | | 19,736 | 70 | 27,197 | 78 |
| Bachman Valley, | 4,970 | 00 | 14,042 | 21 | 14,189 | 65 | 17,284 | 46 | 16,859 | 63 |
| Bangor and Portland, | | | | | | | | | 53,279 | 62 |
| Baltimore and Philadelphia, | | | | | 26,480 | 68 | 38,269 | 32 | 40,705 | 11 |
| Barclay, | | | | | 93,856 | 71 | 86,513 | 30 | 86,835 | 47 |
| Bellefonte and Snow Shoe, | 40,966 | 47 | 47,786 | 13 | | | | | | |
| Berlin, | 1,937 | 08 | 1,206 | 98 | 7,230 | 19 | 13;671 | 53 | 7,431 | 66 |
| Bell's Gap, | 41,628 | 78 | 48,512 | 93 | 81,972 | 27 | 128,210 | 15 | 150,335 | 27 |
| Berlin Branch, | 3,018 | 72 | 3,751 | 44 | 4,612 | 53 | 4,543 | 08 | 4,363 | 81 |
| Buffalo, New York and Philadelphia, | 954,682 | 87 | 1,031,347 | 30 | 1,142,214 | 02 | 1,543,164 | 52 | 2,703,128 | 96 |
| Buffalo, Pittsburgh and Western, | | | | | 598,968 | 43 | | | | |
| Bradford, Bordell and Kinzua, | | | | | 160,773 | 53 | 95,885 | 28 | 82,220 | 94 |
| Bradford, Eldred and Cuba, | | | | | | | 118,274 | 56 | 91,527 | 88 |
| Catasauqua and Fogelsville, | 98,222 | 11 | 144,081 | 85 | 147,870 | 83 | 142,103 | 20 | 123,648 | 77 |
| Catawissa, | | | | | | | 120,022 | 85 | | |
| Chartiers, | 84,658 | 72 | 93,733 | 54 | 110,031 | 24 | | | 150,403 | 14 |
| Cleveland and Pittsburgh, | 2,414,150 | 09 | 2,699,290 | 72 | 3,108,269 | 69 | 3,067,468 | 88 | 3,089,311 | 32 |
| Colebrookdale, | 9,961 | 38 | | | | | | | | |
| Corning, Cowanesque and Antrim, | 454,014 | 65 | 430,137 | 76 | 532,193 | 86 | 571,537 | 77 | 718,835 | 30 |
| Cornwall, | 117,376 | 61 | 100,298 | 83 | 109,574 | 97 | 109,614 | 73 | 87,532 | 79 |
| Cumberland Valley, | 503,597 | 89 | 536,945 | 78 | 622,538 | 47 | 689,305 | 80 | 871,388 | 93 |
| Delaware and Hudson, | 1,211,590 | 03 | 1,234,438 | 04 | 1,640,066 | 90 | 1,796,624 | 97 | 1,998,837 | 44 |
| Delaware, Lackawanna and Western, | 5,371,297 | 39 | 5,516,059 | 97 | 6,538,656 | 30 | 6,059,242 | 14 | 6,464,768 | 14 |
| Delaware and Western, | 53,339 | 57 | 58,944 | 63 | 52,348 | 19 | 48,322 | 31 | † | |
| Dillsburg and Mechanicsburg, | 19,209 | 62 | 20,250 | 01 | 27,323 | 81 | | | 32,601 | 95 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 283,134 | 24 | 261,917 | 13 | 291,207 | 94 | 335,237 | 27 | 324,131 | 15 |
| East Broad Top, | 97,738 | 93 | 115,852 | 81 | 127,940 | 41 | 138,544 | 80 | 90,842 | 01 |
| Elmira and Williamsport, | 495,303 | 61 | 741,954 | 26 | 831,193 | 55 | 874,686 | 08 | 886,574 | 74 |
| Erie and Pittsburgh, | 577,802 | 25 | 635,030 | 92 | 653,151 | 12 | 603,275 | 38 | 599,310 | 99 |

*Rental from Philadelphia and Reading, lessee.

† Changed to Baltimore and Philadelphia.

## COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Evergreen, | | | $2,378 | 84 | $3,676 | 58 | $4,070 | 62 | $3,335 | 16 |
| Emlenton, Shippensville and Clarion, | $46,589 | 61 | 42,276 | 27 | 5,269 | 74 | | | | |
| Fayette County, | 9,000 | 00 | | | 9,000 | 00 | | | *9,000 | 00 |
| Foxburg, St. Petersburg and Clarion, | 20,098 | 38 | 29,708 | 66 | 6,935 | 26 | | | | |
| Greenlick Narrow Gauge, | 3,955 | 24 | 3,690 | 32 | 4,507 | 70 | 5,661 | 42 | 4,898 | 01 |
| Hanover Junction, Hanover and Gettysburg, | 52,880 | 66 | 73,476 | 52 | 84,324 | 62 | 91,826 | 86 | 99,048 | 69 |
| Hanover and York, | | | | | | | | | 80,852 | 37 |
| Harrisburg and Potomac, | 11,294 | 42 | 15,636 | 92 | 17,202 | 37 | 20,013 | 33 | 30,434 | 13 |
| Huntingdon and Broad Top Mountain, | 253,639 | 86 | 312,491 | 10 | 332,653 | 10 | 320,434 | 49 | 424,494 | 57 |
| Ironton, | 32,404 | 01 | 35,631 | 49 | 36,832 | 27 | 38,048 | 91 | 45,237 | 66 |
| Jamestown and Franklin, | 164,176 | 91 | 153,294 | 99 | 134,875 | 43 | 161,576 | 99 | 143,660 | 02 |
| Jersey Shore, Pine Creek and Buffalo, | | | | | | | | | 188,728 | 02 |
| Junction, | 177,375 | 59 | 130,892 | 54 | 165,522 | 57 | 248,729 | 25 | 239,987 | 73 |
| Karns City and Butler, | | | 28,582 | 30 | 8,852 | 38 | | | | |
| Kendall and Eldred, | 148,076 | 38 | 227,920 | 35 | 165,344 | 67 | | | | |
| Lake Shore and Michigan Southern, | 15,271,492 | 47 | 18,749,460 | 91 | 17,971,391 | 33 | 18,225,639 | 13 | 18,513,656 | 41 |
| Lawrence, | 172,693 | 07 | 183,622 | 39 | 192,069 | 75 | 226,512 | 19 | 256,674 | 48 |
| Lawrence and Evergreen, | 1,994 | 44 | | | | | | | | |
| Lehigh and Lackawanna, | 31,942 | 81 | 43,513 | 17 | 47,446 | 53 | 53,838 | 94 | 69,172 | 46 |
| Lehigh and Susquehanna, | 2,413,761 | 89 | 3,414,045 | 41 | 4,222,471 | 32 | 4,295,062 | 03 | † | |
| Lehigh Valley, | 6,540,363 | 74 | 8,600,938 | 18 | 10,392,126 | 00 | 11,239,312 | 76 | 10,218,149 | 86 |
| Ligonier Valley, | 13,509 | 99 | 22,545 | 98 | 22,575 | 68 | 23,522 | 19 | 23,942 | 23 |
| Little Saw-Mill Run, | 43,014 | 59 | 73,435 | 10 | 105,359 | 71 | 59,057 | 05 | 66,408 | 09 |
| Littlestown, | 15,175 | 34 | 16,605 | 82 | 16,703 | 82 | 20,211 | 53 | 22,738 | 58 |
| Lykens Valley, | 142,090 | 21 | 131,503 | 52 | 134,492 | 54 | 150,724 | 38 | 156,640 | 50 |
| Meadville, | | | | | 3,677 | 86 | 26,838 | 06 | 27,092 | 89 |
| McKean and Buffalo, | 50,238 | 03 | 73,869 | 28 | 73,876 | 73 | | | | |
| Mine Hill and Schuylkill Haven, | 321,800 | 00 | | | | | | | *321,800 | 00 |
| Monongahela Inclined Plane, | 16,733 | 81 | 20,931 | 46 | 24,385 | 37 | 26,984 | 55 | 28,025 | 05 |
| Mont Alto, | 17,339 | 01 | 27,513 | 44 | 31,133 | 29 | 42,015 | 66 | 29,119 | 86 |
| Montrose, | 20,884 | 10 | 24,903 | 25 | 26,293 | 24 | 29,643 | 20 | 30,689 | 03 |
| Mount Oliver Incline, | 10,849 | 50 | 14,704 | 35 | 17,291 | 55 | 23,212 | 95 | 27,930 | 00 |
| Mount Pleasant and Broad Ford, | | | | | | | 32,579 | 56 | 35,400 | 66 |
| Muncy Creek, | 8,805 | 46 | | | 13,287 | 61 | | | | |
| New York, Lake Erie and Western Coal, | | | | | | | ‡10,133 | 24 | 154,552 | 15 |
| New Castle and Beaver Valley, | 255,395 | 68 | 324,372 | 04 | 330,327 | 52 | 364,403 | 83 | 405,845 | 85 |
| New York, Chicago and St. Louis, | | | | | | | 135,504 | 66 | 2,327,683 | 92 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New York, Lake Erie and Western, | 16,351,338 | 71 | . . . . . | . . | . . . . . | . . | 20,756,428 | 83 | 23,679,046 | 24 |
| New York, Pennsylvania and Ohio, | . . . . . | . . | 5,134,627 | 46 | 5,550,206 | 27 | 5,634,232 | 26 | 4,549,248 | 39 |
| Northern Central, | 2,809,558 | 37 | 3,318,919 | 67 | 5,561,109 | 79 | 3,883,688 | 84 | 4,130,824 | 36 |
| North-East Pennsylvania, | 17,449 | 10 | 20,857 | 93 | 21,919 | 55 | 22,391 | 77 | 24,198 | 88 |
| North Pennsylvania, | 1,021,183 | 84 | . . . . . | . . | . . . . . | . . | 800,693 | 93 | † | |
| New Castle and Oil City, | 53,199 | 56 | 82,339 | 17 | 86,710 | 41 | . . . . . | . . | . . . . . | . . |
| Olean, Bradford and Warren, | . . . . . | . . | . . . . . | | 107,980 | 16 | . . . . . | | . . . . . | |
| Oil City and Ridgway, | 75,695 | 69 | 105,169 | 38 | 7,618 | 21 | 16,924 | 54 | 21,542 | 40 |
| Oil City and Chicago, | . . . . . | | . . . . . | . . | . . . . . | . . | 128,040 | 69 | . . . . . | . . |
| Parker and Karns City, | . . . . . | | 31,028 | 77 | 9,266 | 81 | . . . . . | . . | . . . . . | . . |
| Peach Bottom, | 39,974 | 44 | 43,850 | 91 | 42,467 | 12 | . . . . . | . . | | |
| Pennsylvania, | 21,743,628 | 31 | 25,987,657 | 62 | 27,647,008 | 79 | 30,836,962 | 23 | 32,017,813 | 25 |
| Pennsylvania Coal, | 12,105 | 13 | 18,710 | 62 | . . . . . | . . | 19,679 | 29 | 33,774 | 06 |
| Pennsylvania Company, | 1,406,846 | 78 | 1,426,422 | 93 | 1,811,947 | 10 | 1,076,175 | 67 | 1,244,814 | 37 |
| Pennsylvania and New York Canal and Railroad, | 1,322,937 | 92 | 1,586,288 | 77 | 2,123,256 | 68 | 2,183,615 | 71 | 2,142,291 | 87 |
| People's, | 7,997 | 68 | 11,010 | 75 | 9,795 | 43 | 11,477 | 35 | 12,370 | 36 |
| Perkiomen, | 194,690 | 44 | 356,758 | 98 | 364,908 | 61 | 363,676 | 34 | 355,893 | 07 |
| Philadelphia and Baltimore Central, | 255,772 | 81 | 260,010 | 78 | 249,122 | 52 | . . . . . | . . | . . . | |
| Philadelphia and Erie, | 3,090,807 | 81 | 3,727,733 | 13 | 3,454,309 | 05 | 4,011,413 | 29 | 4,108,843 | 16 |
| Philadelphia, Germantown and Norristown, | . . . . . | . . | . . . . . | . . | . . | | 278,113 | 34 | 278,110 | 35 |
| Philadelphia, Newtown and New York, | . . . . . | . . | 44,165 | 70 | 51,695 | 14 | 60,705 | 23 | 68,447 | 13 |
| Philadelphia and Reading, | 13,992,239 | 58 | 17,186,848 | 33 | 19,360,138 | 39 | 21,048,973 | 38 | 28,874,239 | 92 |
| Philadelphia and Trenton, | 1,901,736 | 10 | 2,144,704 | 15 | 2,368,671 | 33 | 2,785,559 | 76 | 3,024,842 | 89 |
| Philadelphia, Wilmington and Baltimore, | 2,852,089 | 14 | 3,263,110 | 50 | 3,551,880 | 52 | 5,428,091 | 91 | 5,741,672 | 04 |
| Pickering Valley, | 4,123 | 87 | 5,194 | 94 | . . . | | . . | | . . | |
| Pittsburgh Southern, | . . . . . | . . | 44,687 | 84 | 53,141 | 90 | 51,238 | 95 | 68,955 | 89 |
| Pittsburgh and Castle Shannon, | 141,245 | 03 | 166,409 | 99 | 236,115 | 65 | 239,256 | 74 | 206,070 | 83 |
| Pittsburgh, Bradford and Buffalo, | 467,135 | 80 | 573,604 | 21 | 51,817 | 09 | 117,679 | 94 | . . . | |
| Pittsburgh Cincinnati and St. Louis, | 3,625,686 | 19 | 4,337,749 | 53 | 4,138,986 | 47 | 4,297,449 | 64 | ‖4,616,619 | 97 |
| Pittsburgh and Connellsville, | 1,598,113 | 63 | 2,238,481 | 68 | 2,500,548 | 58 | 2,979,789 | 27 | 2,813,172 | 41 |
| Pittsburgh, Fort Wayne and Chicago, | 8,453,640 | 15 | 10,162,404 | 31 | 10,749,130 | 76 | 10,960,959 | 43 | 10,954,466 | 57 |
| Pittsburgh and Lake Erie, | . . . . . | | 841,256 | 76 | 1,041,063 | 42 | 1,265,748 | 11 | 1,402,763 | 88 |
| Pittsburgh and Western, | . . . . . | . . | . . | | . . . | | . . . . | | 342,923 | 98 |
| Reading and Columbia, | 274,844 | 44 | 369,319 | 85 | 394,184 | 06 | 432,995 | 06 | 456,459 | 58 |
| Rochester and Pittsburgh, | . . . | | . . | | . . . . | | 305,988 | 92 | 543,639 | 86 |
| Salisbury, | 11,837 | 65 | 20,704 | 65 | 20,180 | 53 | 50,809 | 26 | 29,979 | 94 |
| Shamokin Valley and Pottsville, | 416,561 | 95 | 470,204 | 05 | 497,141 | 76 | 468,618 | 27 | 500,688 | 41 |
| Sharpsville, | . . . . . | . . | 47,398 | 20 | . . . . . | . . | 49,257 | 92 | 42,075 | 76 |
| Shenango and Allegheny, | . . . . | | . . . | | 140,693 | 29 | 184,439 | 85 | . . . . . | |
| Somerset and Cambria, | 1,520 | 37 | 11,327 | 40 | 52,923 | 24 | 91,812 | 34 | 116,996 | 17 |

* Rental. † Leased to Philadelphia and Reading. ‡ Leased to Buffalo, New York and Philadelphia. § Merged in Penn'a Schuylkill Valley.
‖ Given as "total earnings for the year," and "total receipts from all sources on whole length of line" stated at $5,102,659 35.

## COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| South Mountain, | $22,528 | 41 | $30,277 | 93 | $32,571 | 86 | $34,541 | 90 | $29,532 | 66 |
| Southern Pennsylvania Railway and Mining Co. | 15,693 | 90 | 21,568 | 12 | 22,571 | 12 | 24,754 | 04 | 23,906 | 74 |
| State Line and Sullivan, | 63,087 | 63 | 53,408 | 30 | 51,531 | 08 | 58,133 | 58 | 64,411 | 50 |
| Stony Creek, | 15,652 | 65 | 22,446 | 21 | 37,023 | 25 | 38,155 | 10 | 52,766 | 94 |
| Tioga, | 387,224 | 65 | 393,025 | 22 | 493,365 | 54 | 562,335 | 63 | 467,789 | 40 |
| Warren and Farnesworth Valley, | | | | | | | 24,166 | 65 | 27,894 | 91 |
| Waynesburg and Washington, | 27,051 | 83 | 30,791 | 58 | 37,764 | 81 | 41,298 | 16 | 45,018 | 55 |
| West Chester and Philadelphia, | 304,452 | 02 | 266,403 | 01 | 233,884 | 71 | | | | |
| Western Maryland, | 347,442 | 66 | 397,564 | 09 | 452,457 | 78 | 505,681 | 50 | 610,663 | 88 |
| Wheeling, Pittsburgh and Baltimore, | 41,193 | 30 | 50,380 | 27 | 53,557 | 09 | 59,280 | 14 | 72,090 | 75 |
| Williamsport and North Branch, | | | | | | | 5,376 | 14 | 17,678 | 69 |
| Wilmington and Northern, | 154,204 | 82 | 231,627 | 46 | 325,012 | 06 | 339,092 | 66 | 347,281 | 24 |
| York and Peach Bottom, | | | | | | | | | 58,299 | 10 |
| Total, | $128,984,838 | 82 | $133,945,771 | 95 | $145,154,107 | 48 | $177,677,589 | 17 | $189,263,899 | 27 |

NOTE.—The New York, Pennsylvania, and Ohio Railroad Company say in their report: "This report covers the operation of the railroad, branches, and leased lines from the 1st of October, 1882, to 30th April, 1883, and contains the financial business of this company for the twelve months ending 30th September, 1883." The road is leased to the New York, Lake Erie, and Western Railroad Company, the lease dating May 1, 1883.

## COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Addison and Northern, | | | | | | | | | $43,261 | 54 |
| Allegheny Valley, | $985,977 | 75 | $1,057,835 | 98 | $1,254,837 | 70 | $1,345,562 | 31 | 1,380,723 | 97 |
| Allentown, | 1,236 | 90 | | | | | 928 | 86 | 921 | 01 |
| Atlantic and Great Western, | 3,436,488 | 05 | | | | | | | | |
| Bangor and Portland, | | | | | 9,449 | 90 | 27,078 | 28 | 62,740 | 92 |
| Bachman Valley, | 3,263 | 63 | 11,183 | 90 | 11,118 | 18 | 11,968 | 35 | 12,027 | 33 |
| Bald Eagle Valley, | | | | | | | 48,178 | 04 | | |
| Baltimore and Philadelphia, | | | | | | | | | 30,741 | 24 |
| Barclay, | | | | | 80,754 | 76 | 64,536 | 84 | 63,106 | 27 |
| Bellefonte and Snow-Shoe, | 52,204 | 54 | 46,342 | 68 | | | | | | |
| Berlin, | | | | | 8,703 | 96 | 9,347 | 70 | 8,151 | 17 |
| Bell's Gap, | 23,493 | 37 | 21,300 | 99 | 39,905 | 65 | 63,759 | 44 | 703,558 | 16 |
| Berlin Branch, | 2,536 | 11 | 2,621 | 04 | 3,567 | 58 | 3,132 | 76 | 3,366 | 92 |
| Buffalo Valley, | 2,012 | 88 | 590 | 61 | | | | | | |
| Buffalo, New York and Philadelphia, | 574,327 | 37 | 687,424 | 43 | 634,495 | 42 | 730,909 | 91 | 3,554,568 | 51 |
| Buffalo, Pittsburgh and Western, | | | | | 354,275 | 67 | 398,461 | 05 | * | |
| Bradford, Bordell and Kinzua, | | | | | 87,149 | 33 | 77,688 | 18 | 74,439 | 97 |
| Bradford, Eldred and Cuba, | | | | | | | 64,899 | 89 | 87,465 | 81 |
| Catasauqua and Fogelsville, | 54,378 | 80 | 78,443 | 62 | 77,651 | 87 | 64,064 | 51 | 52,803 | 41 |
| Chartiers, | 54,064 | 01 | 55,841 | 36 | 65,443 | 96 | 83,204 | 34 | 97,953 | 32 |
| Clarion, Mahoning and Pittsburgh, | | | | | | | | | 15,600 | 00 |
| Cleveland and Pittsburgh, | 1,366,720 | 48 | 1,526,049 | 00 | 1,704,033 | 65 | 1,723,112 | 31 | 1,856,866 | 91 |
| Colebrookdale, | 36,648 | 58 | | | | | 530 | 77 | 502 | 41 |
| Corning, Cowanesque and Antrim, | 326,312 | 29 | 304,789 | 04 | 378,175 | 18 | 432,276 | 44 | 1,839,900 | 98 |
| Cornwall, | 27,360 | 30 | 43,506 | 02 | 36,480 | 16 | 44,317 | 81 | 105,926 | 69 |
| Cumberland Valley, | 260,468 | 48 | 306,745 | 95 | 402,018 | 65 | 459,853 | 00 | 575,580 | 96 |
| Delaware and Hudson, | 608,126 | 30 | 672,489 | 34 | 829,653 | 01 | 879,670 | 40 | 1,227,163 | 57 |
| Delaware, Lackawanna and Western, | 1,825,264 | 03 | 2,196,024 | 15 | 2,693,672 | 62 | 3,173,185 | 46 | 3,917,601 | 80 |
| Delaware and Western, | 43,793 | 81 | 53,068 | 22 | 43,365 | 11 | 41,099 | 43 | | |
| Dillsburg and Mechanicsburg, | 12,701 | 21 | 13,450 | 94 | 12,712 | 89 | 16,215 | 03 | 15,047 | 92 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 303,243 | 51 | 297,164 | 42 | 285,905 | 87 | 291,227 | 34 | 316,427 | 10 |
| East Broad Top, | 55,413 | 70 | 69,833 | 69 | 84,769 | 38 | 100,075 | 28 | 88,456 | 68 |
| East Mahanoy, | 25,425 | 42 | | | | | | | | |
| Elmira and Williamsport, | 704,934 | 04 | 529,852 | 71 | 577,786 | 68 | 605,230 | 19 | 581,355 | 82 |

* Merged in Buffalo, New York and Philadelphia.

## COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Erie and Pittsburgh, | $414,233 | 00 | $469,250 | 97 | $485,694 | 69 | $410,939 | 08 | $465,101 | 85 |
| Evergreen, | | | 2,517 | 31 | 3,789 | 00 | 4,028 | 04 | 6,898 | 22 |
| Emlenton, Shippensville and Clarion, | 38,290 | 33 | 32,369 | 29 | 6,863 | 97 | | | | |
| Fayette County, | 432 | 68 | | | 430 | 35 | | | | |
| Foxburg, St. Petersburg and Clarion, | 21,224 | 22 | 20,846 | 82 | 5,649 | 70 | | | | |
| Greenlick Narrow Guage, | 3,771 | 28 | 3,921 | 26 | 4,505 | 09 | 5,220 | 71 | 4,355 | 23 |
| Hanover Junction, Hanover and Gettysburg, | 36,902 | 21 | 54,983 | 60 | 53,893 | 67 | 59,929 | 80 | 84,645 | 47 |
| Harrisburg and Potomac, | 9,721 | 46 | 17,110 | 36 | 36,704 | 18 | 49,990 | 66 | 189,828 | 94 |
| Huntingdon and Broad Top Mountain, | 129,204 | 75 | 160,648 | 10 | 165,712 | 40 | 165,446 | 16 | 259,863 | 99 |
| Ironton, | 17,808 | 66 | | | 18,332 | 30 | 16,957 | 41 | 16,436 | 77 |
| Jamestown and Franklin, | 100,022 | 56 | 94,003 | 86 | 82,102 | 70 | 98,130 | 01 | 92,463 | 85 |
| Jersey Shore, Pine Creek and Buffalo, | | | | | | | | | 171,328 | 59 |
| Junction, | 98,977 | 45 | 94,345 | 90 | 95,565 | 94 | 124,919 | 43 | 109,256 | 99 |
| Karns City and Butler, | | | 19,794 | 31 | 5,116 | 25 | | | | |
| Kendall and Eldred, | 65,808 | 90 | 89,753 | 42 | 78,606 | 13 | | | | |
| Lake Shore and Michigan Southern, | 8,934,524 | 42 | 10,418,104 | 73 | 11,278,429 | 19 | 11,057,807 | 44 | 11,332,853 | 62 |
| Lawrence, | 94,531 | 22 | 102,829 | 73 | 108,832 | 39 | 114,409 | 84 | 120,729 | 81 |
| Lawrenceville and Evergreen, | 2,199 | 50 | | | | | | | | |
| Lehigh and Lackawanna, | 31,942 | 81 | 31,949 | 98 | 30,914 | 64 | 43,858 | 41 | 52,772 | 64 |
| Lehigh and Susquehanna, | 1,149,655 | 02 | 1,449,109 | 46 | 1,712,772 | 34 | 1,952,155 | 48 | | |
| Lehigh Valley, | 2,996,981 | 28 | 4,002,357 | 60 | 4,648,083 | 78 | 5,833,677 | 34 | 6,175,656 | 16 |
| Ligonier Valley, | 5,769 | 92 | | | 10,474 | 04 | 11,969 | 40 | 30,737 | 70 |
| Little Saw-Mill Run, | 24,065 | 28 | 48,004 | 64 | 49,898 | 88 | 39,805 | 38 | 64,631 | 45 |
| Littlestown, | 12,456 | 38 | 13,538 | 77 | 13,252 | 02 | 16,085 | 14 | 18,363 | 13 |
| Lykens Valley, | 142,048 | 36 | 39,910 | 24 | 71,992 | 58 | 1,683 | 39 | 95,865 | 03 |
| Meadville, | | | | | 10,812 | 18 | 25,652 | 03 | 20,768 | 64 |
| McKean and Buffalo, | 23,959 | 00 | 41,825 | 56 | 43,100 | 36 | | | | |
| Monongahela Inclined Plane, | 7,835 | 71 | 10,610 | 10 | 9,201 | 30 | 10,476 | 76 | 96,655 | 63 |
| Mont Alto, | 13,269 | 81 | 19,996 | 29 | 26,199 | 75 | 27,505 | 59 | 30,934 | 32 |
| Moshannon and Clearfield, | | | | | | | | | 61,467 | 95 |
| Montrose, | 18,053 | 10 | 16,062 | 85 | 14,927 | 75 | 19,951 | 12 | 24,165 | 33 |
| Mount Oliver Incline, | 5,709 | 20 | 7,555 | 35 | 12,459 | 57 | 11,827 | 61 | 11,656 | 03 |
| Mount Pleasant and Broad Ford, | | | | | | | 741 | 15 | 757 | 19 |
| Muncy Creek, | 7,367 | 65 | | | 13,721 | 53 | | | | |
| New Castle and Beaver Valley, | 154,188 | 38 | 124,220 | 87 | 116,091 | 62 | 172,380 | 89 | 155,528 | 65 |
| New York, Chicago and St. Louis, | | | | | | | 157,037 | 62 | 5,387,732 | 08 |
| New York, Lake Erie and Western, | 11,114,698 | 95 | | | | | 19,589,786 | 81 | 15,444,583 | 12 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New York, Pennsylvania and Ohio, | | | 3,931,061 | 92 | 4,218,504 | 46 | 4,128,466 | 76 | 2,478,453 | 07 |
| Northern Central, | 1,016,624 | 79 | 2,121,846 | 05 | 2,613,730 | 31 | 2,632,507 | 13 | 2,611,157 | 62 |
| North-East Pennsylvania, | | | 26,880 | 43 | 30,070 | 17 | 33,357 | 47 | 32,366 | 72 |
| North Pennsylvania, | 460,748 | 48 | | | | | | | | |
| New Castle and Oil City, | 31,154 | 75 | 58,124 | 77 | 59,242 | 97 | | | | |
| New York, Lake Erie and Western Coal, | | | | | | | 5,370 | 20 | 395,092 | 98 |
| Olean, Bradford and Warren, | 39,454 | 63 | 48,360 | 89 | 66,212 | 03 | | | | |
| Oil City and Ridgway, | | | | | 7,618 | 21 | 16,924 | 54 | 21,542 | 40 |
| Oil City and Chicago, | | | | | | | 55,925 | 27 | | |
| Parker and Karns City, | | | 24,859 | 55 | 5,851 | 81 | | | | |
| Peach Bottom, | 17,576 | 08 | 28,893 | 71 | 29,707 | 19 | | | | |
| Pennsylvania, | 11,751,485 | 78 | 14,051,485 | 78 | 15,468,468 | 60 | 17,878,776 | 69 | 21,270,926 | 62 |
| Pennsylvania Coal, | 390,000 | 00 | 388,500 | 00 | | | 486,646 | 30 | | |
| Pennsylvania and New England, | 948,351 | 90 | 777,006 | 76 | | | | | | |
| Pennsylvania Company, | 60,041 | 11 | 64,602 | 25 | 71,907 | 95 | 31,636 | 38 | 100,340 | 02 |
| Pennsylvania and New York, | | | | | 967,659 | 63 | 1,119,521 | 94 | 1,164,837 | 13 |
| People's, | 7,351 | 31 | 8,035 | 95 | 8,706 | 93 | 9,237 | 88 | 9,065 | 77 |
| Perkiomen, | 128,819 | 18 | 252,156 | 05 | 238,281 | 14 | 237,745 | 34 | 240,088 | 18 |
| Philadelphia and Baltimore Central, | 171,767 | 65 | 166,967 | 67 | 171,636 | 41 | | | 12,327 | 25 |
| Philadelphia and Erie, | 2,130,258 | 07 | 2,358,353 | 78 | 2,430,060 | 30 | 2,599,534 | 55 | 2,620,823 | 62 |
| Philadelphia, Newtown and New York, | | | 47,371 | 72 | 75,101 | 17 | 126,422 | 71 | 102,259 | 48 |
| Philadelphia and Reading, | 9,471,613 | 24 | 11,880,397 | 83 | 13,494,122 | 11 | 14,504,194 | 03 | 23,636,485 | 30 |
| Philadelphia and Trenton, | 933,482 | 62 | 1,185,558 | 32 | 1,359,839 | 02 | 1,607,911 | 15 | 2,044,769 | 36 |
| Philadelphia, Wilmington and Baltimore, | 1,567,742 | 41 | 1,896,887 | 37 | 2,320,799 | 35 | 3,676,494 | 30 | 4,169,173 | 60 |
| Pickering Valley, | 33,790 | 46 | | | | | 481 | 21 | 453 | 44 |
| Pittsburgh and Western, | | | | | | | 133,202 | 15 | 1,987,647 | 59 |
| Pittsburgh and Castle Shannon, | 117,626 | 83 | 145,246 | 28 | 198,908 | 63 | 201,537 | 37 | 195,220 | 69 |
| Pittsburgh Southern, | | | 54,234 | 73 | 58,350 | 52 | 62,444 | 34 | 64,048 | 93 |
| Pittsburgh, Cincinnati and St. Louis, | 2,033,646 | 67 | 2,283,056 | 11 | 2,735,557 | 39 | 2,828,548 | 83 | 3,845,284 | 26 |
| Pittsburgh and Connellsville, | 965,831 | 58 | 1,011,827 | 09 | 1,376,075 | 20 | 1,437,664 | 29 | 1,838,110 | 38 |
| Pittsburgh, Fort Wayne and Chicago, | 4,534,989 | 50 | 5,326,814 | 91 | 5,830,329 | 35 | 6,287,562 | 68 | 6,939,273 | 52 |
| Pittsburgh and Lake Erie, | 177,725 | 77 | 399,012 | 70 | 608,764 | 97 | 757,043 | 94 | 1,109,411 | 72 |
| Pittsburgh, Bradford and Buffalo, | 276,805 | 20 | 305,080 | 11 | 40,397 | 81 | 77,545 | 49 | * | |
| Reading and Columbia, | 174,697 | 86 | 238,282 | 08 | 279,889 | 94 | 318,883 | 93 | 327,803 | 40 |
| Rochester and Pittsburgh, | | | | | | | 222,561 | 53 | 15,875,804 | 96 |
| Salisbury, | 7,518 | 49 | 10,612 | 83 | 10,318 | 88 | 29,479 | 54 | 17,648 | 77 |
| Shamokin Valley and Pottsville, | 129,757 | 22 | 171,744 | 24 | 193,037 | 12 | 174,220 | 28 | 199,840 | 84 |
| Sharpsville, | | | 29,726 | 45 | | | 33,724 | 56 | 32,683 | 87 |
| Shenango and Allegheny, | | | | | 102,593 | 74 | 111,199 | 43 | | |
| Somerset and Cambria, | 687 | 75 | 5,848 | 91 | 34,910 | 73 | 79,747 | 16 | 78,820 | 23 |
| South Mountain, | 14,395 | 19 | 23,241 | 79 | 20,773 | 30 | 28,388 | 15 | 21,383 | 84 |

* Merged in Pittsburgh and Western.

## COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS - Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Southern Pennsylvania Railroad and Mining Company, | $15,114 | 82 | $18,960 | 35 | $27,675 | 73 | $22,485 | 23 | $19,602 | 37 |
| State Line and Sullivan, | 47,017 | 51 | 30,510 | 68 | 38,994 | 55 | 29,113 | 25 | 45,232 | 34 |
| Stony Creek, | 20,631 | 47 | 39,279 | 27 | 42,357 | 56 | 46,119 | 26 | 51,777 | 72 |
| Tioga, | 215,653 | 63 | 252,089 | 42 | 305,465 | 79 | 301,665 | 32 | 297,949 | 38 |
| Warren and Farnesworth Valley, | | | | | | | 12,090 | 76 | 58,790 | 42 |
| Waynesburg and Washington, | 19,589 | 34 | 20,641 | 20 | 28,576 | 22 | 30,639 | 06 | 37,488 | 52 |
| West Chester and Phœnixville, | 171,750 | 73 | 223,264 | 42 | 288,826 | 83 | | | | |
| Western Maryland, | 274,347 | 28 | 309,285 | 18 | 357,169 | 52 | 364,491 | 19 | 437,164 | 16 |
| Wheeling, Pittsburgh and Baltimore, | 38,594 | 76 | 41,785 | 87 | 52,463 | 09 | 58,228 | 25 | 40,070 | 22 |
| Wilmington and Northern, | 148,380 | 25 | 202,301 | 10 | 258,284 | 03 | 268,685 | 52 | 407,959 | 93 |
| Williamsport and North Branch, | | | | | | | 4,350 | 91 | 21,320 | 41 |
| York and Peach Bottom, | | | | | | | | | 63,323 | 35 |
| Total, | $75,731,288 | 67 | $75,815,377 | 95 | $85,521,657 | 36 | $114,039,989 | 18 | $142,183,216 | 21 |

## COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. |
| Addison and Northern, | | | | | | | | | | 1 |
| Allegheny Valley, | 8 | 12 | 13 | 19 | 12 | 11 | 16 | 15 | 14 | 21 |
| Atlantic and Great Western, | 7 | 9 | | | | | | | | |
| Bangor and Portland, | | | | | 1 | | 1 | | 1 | |
| Baltimore and Philadelphia, | | | | | | | | | | 2 |
| Barclay, | | | | | | 2 | | 4 | | 3 |
| Bradford, Bordell and Kinzua, | | | | | 1 | 5 | | 2 | 1 | |
| Bell's Gap, | | | | | 1 | | | | 2 | |
| Buffalo, Bradford and Pittsburgh, | | | | | 1 | 15 | 5 | 15 | 10 | 37 |
| Buffalo, New York and Philadelphia, | | | | | | | 9 | 14 | 25 | 49 |
| Buffalo, Pittsburgh and Western, | | | | | 2 | 7 | | | | |
| Bradford, Eldred and Cuba, | | | | | | | | 6 | | 2 |
| Chartiers, | 2 | | 1 | | | 3 | 3 | 3 | 1 | |
| Cleveland and Pittsburgh, | 2 | 5 | 1 | 18 | 5 | 17 | | 6 | 1 | 10 |
| Corning, Cowanesque and Antrim, | | 1 | 4 | 1 | 2 | 1 | 3 | 5 | 5 | 9 |
| Cornwall, | | 1 | 1 | | | | | | | |
| Cumberland Valley, | 2 | 15 | 1 | 2 | 3 | 1 | 3 | 2 | 3 | 6 |
| Danville and Shamokin, | | | | | | | | | 8 | 13 |
| Delaware and Hudson, | 2 | 10 | 9 | 9 | 8 | 4 | 8 | 5 | | |
| Delaware, Lackawanna and Western, | 18 | 11 | 19 | 32 | 18 | 35 | 27 | 68 | 25 | 85 |
| Delaware and Western, | | | 1 | | 1 | 1 | | 1 | | |
| Dunkirk, Allegheny Valley and Pittsburgh, | 4 | 15 | 4 | 3 | 2 | 1 | 2 | 13 | 2 | 8 |
| East Broad Top, | 1 | | | 3 | | 2 | 1 | 2 | | 2 |
| Elmira and Williamsport, | 1 | 6 | 2 | 10 | 1 | 7 | 4 | 14 | 2 | 12 |
| Erie and Pittsburgh, | 1 | 9 | 4 | 8 | 3 | 7 | 5 | 5 | 3 | 6 |
| Evergreen, | | | 1 | 1 | | | | | | |
| Hanover Junction, Hanover and Gettysburg, | | 1 | | | 1 | | | | | 1 |
| Harrisburg and Potomac, | | 1 | 1 | | | | | 1 | | |
| Huntingdon and Broad Top Mountain, | | | | 2 | 1 | 12 | 1 | 9 | 1 | 8 |
| Ironton, | | | | | | | | | 1 | |
| Jefferson, | 4 | 14 | 3 | 9 | 5 | 14 | 3 | 18 | 3 | 11 |
| Jersey Shore, Pine Creek and Buffalo, | | | | | | | | | 2 | 4 |
| Junction, | 2 | | 2 | | 1 | 1 | | | | |
| Lake Shore and Michigan Southern, | 4 | 5 | | 6 | 7 | 5 | 4 | 12 | 3 | 14 |

## COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. |
| Lawrence, | | | | 3 | 2 | 3 | | | 1 | 6 |
| Lawrenceville and Evergreen, | | | | | | | 1 | 3 | | |
| Lehigh and Susquehanna, | 7 | 9 | 16 | 4 | 17 | 11 | 25 | 25 | | |
| Lehigh Valley, | 27 | 58 | 45 | 38 | 49 | 34 | 45 | 42 | 53 | 35 |
| Little Saw-Mill Run, | | | | | 1 | | | | | |
| Littlestown, | | | | | 1 | | | | | |
| Lykens Valley, | 1 | | | | 1 | 2 | 1 | 3 | | 1 |
| Meadville, | | | | | | | 1 | 1 | 2 | |
| McKean and Buffalo, | | | | | 1 | 3 | | | | |
| Mont Alto, | | | | | | | | 3 | 1 | 1 |
| Muncy Creek, | | 2 | | | | | | | | |
| New York, Lake Erie and Western Coal, | | | | | | | | | 1 | 7 |
| New Castle and Oil City, | | 1 | | | 1 | 3 | | | 2 | 5 |
| New Castle and Beaver Valley, | | 2 | 2 | 4 | 2 | 9 | 2 | 9 | 2 | 5 |
| New York, Chicago and St. Louis, | | | | | | | 2 | | 19 | 47 |
| New York, Lake Erie and Western, | 106 | 351 | | | | | 147 | 485 | 148 | 498 |
| New York, Pennsylvania and Ohio, | | | 11 | 10 | 10 | 11 | 11 | 8 | 6 | 6 |
| Northern Central, | 11 | 20 | 8 | 32 | 11 | 20 | 2 | 17 | 5 | 24 |
| North Pennsylvania, | 9 | 15 | | | | | | | | |
| Oil City and Chicago, | | | | | | | | 3 | | |
| Oil City and Ridgway, | | | | | | | 8 | 5 | | |
| Pennsylvania, | 128 | 588 | 162 | 640 | 201 | 878 | 253 | 878 | 196 | 908 |
| Pennsylvania Coal, | 6 | 5 | 1 | 4 | 9 | 9 | 5 | 10 | 8 | 6 |
| Pennsylvania and New York, | 4 | 35 | 6 | 21 | 4 | 8 | 12 | 12 | 9 | 12 |
| Perkiomen, | 3 | 2 | 1 | 3 | | 4 | 2 | 2 | 2 | 2 |
| Philadelphia and Baltimore Central, | 2 | 1 | 1 | 1 | 2 | 1 | | | | |
| Philadelphia and Erie, | 25 | 141 | 12 | 209 | 24 | 128 | 24 | 109 | 9 | 86 |
| Philadelphia and Reading, | 71 | 115 | 86 | 101 | 102 | 98 | 95 | 98 | 109 | 85 |
| Philadelphia and Trenton, | 21 | 30 | 10 | 40 | 14 | 57 | 19 | 48 | 22 | 45 |
| Philadelphia, Wilmington and Baltimore, | 16 | 4 | 22 | 7 | 26 | 19 | 36 | 20 | 14 | 2 |
| Pittsburgh, Bradford and Buffalo, | 2 | 14 | 4 | 8 | | 1 | | 3 | | |
| Pittsburgh and Castle Shannon, | | | | | | 3 | | | | |
| Pittsburgh Southern, | | | | | | | | 1 | 2 | 1 |
| Pittsburgh, Cincinnati and St. Louis, | 16 | 14 | 10 | 32 | 28 | 53 | 22 | 32 | 16 | 16 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburgh and Connellsville, | 16 | 11 | 28 | 57 | 29 | 52 | 34 | 46 | 58 | 75 |
| Pittsburgh, Fort Wayne and Chicago, | 9 | 19 | 13 | 38 | 17 | 36 | 24 | 73 | 57 | 178 |
| Pittsburgh and Lake Erie, | 3 | 2 | 7 | 16 | 14 | 18 | 12 | 9 | 8 | 9 |
| Pittsburgh and Western, | ... | ... | ... | ... | ... | ... | 2 | 5 | 9 | ... |
| Reading and Columbia, | 1 | 3 | 2 | 2 | 1 | 2 | 5 | 4 | 3 | 6 |
| Rochester and Pittsburgh, | ... | ... | ... | ... | ... | ... | 2 | ... | 7 | 8 |
| Salisbury, | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... |
| Shamokin Valley and Pottsville, | ... | 2 | 3 | 9 | 3 | 3 | 2 | 4 | 4 | 17 |
| Sharpsville, | ... | ... | 1 | ... | ... | ... | 2 | ... | ... | ... |
| Shenango and Allegheny, | ... | ... | ... | ... | ... | ... | 1 | 1 | ... | ... |
| Somerset and Cambria, | ... | ... | ... | ... | ... | ... | 1 | 1 | ... | 1 |
| South Mountain, | ... | ... | ... | ... | ... | 2 | 1 | ... | ... | ... |
| Southern Pennsylvania Railway and Mining Company, | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | ... |
| State Line and Sullivan, | ... | ... | ... | ... | ... | ... | 1 | 2 | 1 | ... |
| Stony Creek, | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| Tioga, | ... | ... | 1 | ... | 1 | ... | 4 | 1 | 1 | 9 |
| Warren and Farnesworth Valley, | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... |
| Waynesburg and Washington, | ... | 3 | 1 | ... | ... | ... | 2 | ... | ... | 1 |
| West Chester and Philadelphia, | 1 | ... | 4 | 2 | ... | 8 | ... | ... | ... | ... |
| Western Maryland, | 1 | ... | 4 | 2 | ... | 8 | ... | ... | 8 | 10 |
| Wheeling, Pittsburgh and Baltimore, | ... | 1 | ... | ... | 1 | 6 | 2 | 8 | ... | ... |
| Wilmington and Northern, | 1 | ... | ... | ... | ... | ... | 1 | 1 | 4 | 18 |
| Williamsport and North Branch, | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| Total, | 553 | 1,581 | 538 | 1,415 | 661 | 1,649 | 905 | 2,203 | 898 | 2,337 |

TABULATED RESULTS

# COMPILED FROM PASSENGER RAILWAYS.

## TABLE A. STOCK AND DEBT.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock subscribed. | Total amount now paid in of capital stock. | Total amount now of floating and funded debt. | Rate per cent. on funded debt. | Rate per cent. of dividend. |
|---|---|---|---|---|---|---|
| Allentown, | Unlimited. | | $45,260 00 | $13,000 00 | 5 | |
| Central, Pittsburgh, | $100,000 00 | $100,000 00 | 100,000 00 | 36,708 34 | 6 | |
| Citizens', Philadelphia, | 500,000 00 | 192,500 00 | 192,500 00 | | | $12 per share. |
| Citizens', Pittsburgh, | 200,000 00 | 200,000 00 | 200,000 00 | 77,863 29 | 5 | 9 per share. |
| Coalville, | 50,000 00 | 62,675 00 | 62,675 00 | 14,321 16 | 6 | |
| Continental, | 1,000,000 00 | 580,000 00 | 580,000 00 | 350,000 00 | 6 | |
| Chester, | 100,000 00 | 80,000 00 | 80,000 00 | | | |
| City, Altoona, | 53,000 00 | 53,000 00 | 53,000 00 | | | *3 |
| Easton and South Easton, | 75,000 00 | 29,562 50 | 29,562 50 | 7,800 00 | | |
| Empire, | 600,000 00 | | | 200,000 00 | 7 | |
| Erie City, | 100,000 00 | 50,000 00 | 50,000 00 | 25,000 00 | 6 | |
| Federal Street and Pleasant Valley, | 100,000 00 | 100,000 00 | 100,000 00 | 96,000 00 | 6 | 10 |
| Frankford and Southwark, | 750,000 00 | 600,000 00 | 600,000 00 | 102,000 00 | 7 | 24 |
| Germantown, | 1,500,000 00 | 1,500,000 00 | 572,860 00 | 227,500 00 | | |
| Green and Coates Streets, Philadelphia, | 500,000 00 | 500,000 00 | 150,000 00 | 121,916 68 | 6 | 12 |
| Harrisburg City, | Unlimited. | 62,500 00 | 62,500 00 | | | 6 |
| Hestonville, Mantua and Fairmount, | 2,050,000 00 | 2,050,000 00 | 299,381 36 | 528,954 00 | 6 | |
| Johnstown, | 100,000 00 | 56,000 00 | 56,000 00 | | | 3 |
| Lehigh Avenue, | 60,000 00 | 60,000 00 | 60,000 00 | | | |
| Lombard and South Street, | 750,000 00 | 475,925 00 | 285,555 00 | 350,975 77 | 5 & 7 | |
| Perkiomen Avenue, | 50,000 00 | 40,000 00 | 40,000 00 | | | |
| People's Street, Luzerne county, | 150,000 00 | 150,000 00 | 150,000 00 | 20,930 63 | 7 | |
| People's, Philadelphia, | 1,500,000 00 | 1,500,000 00 | 500,000 00 | 2,484,948 34 | 5 & 7 | |
| Philadelphia City, | 1,000,000 00 | 1,000,000 00 | 475,000 00 | 300,000 00 | 5 & 7 | 12 |
| Philadelphia and Darby, | 200,000 00 | 200,000 00 | 200,000 00 | 100,000 00 | 7 | 4 |
| Philadelphia and Gray's Ferry, | 1,000,000 00 | 308,750 00 | 308,750 00 | 18,500 00 | | $2 56 per share. |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburgh, Allegheny and Manchester, | Not stated. | | 350,000 | 00 | 350,000 | 00 | 205,000 | 00 | 6 & 8 | | 1 |
| Pittsburgh and Birmingham, | 200,000 | 00 | 200,000 | 00 | 174,000 | 00 | 86,000 | 00 | 7 3/10 | | |
| Pittsburgh, Oakland and East Liberty, | 150,000 | 00 | 150,000 | 00 | 150,000 | 00 | 98,277 | 66 | 6 | | |
| Pittston, | 25,000 | 00 | 10,000 | 00 | 10,000 | 00 | | | | | 6 |
| Pittsburgh and West End, | 150,000 | 00 | 26,060 | 14 | 26,060 | 14 | 16,000 | 00 | 6 | $9 81¼ per share | |
| Pittsburgh Union, | | | 100,000 | 00 | 69,375 | 00 | 107,333 | 34 | 5 | | |
| Reading City, | 50,000 | 00 | 40,550 | 00 | 40,550 | 00 | 13,147 | 42 | 5 | | 4 |
| Ridge Avenue, | 750,000 | 00 | 420,000 | 00 | 420,000 | 00 | | | | $6 per share. | |
| Schuylkill River, | 500,000 | 09 | 500,000 | 00 | 50,000 | 00 | | | | 50 cts. per share. | |
| Second and Third Streets, | 1,060,200 | 00 | 1,060,200 | 00 | 1,060,200 | 00 | | | | | 16 |
| Seventeenth and Nineteenth Streets, | 500,000 | 00 | 500,000 | 00 | 250,000 | 00 | 134,500 | 00 | 5 & 7 | | 6 |
| South Side, | 65,000 | 00 | 38,400 | 00 | 38,400 | 00 | 31,480 | 44 | 7 | | |
| Stroudsburg, | 20,000 | 00 | 25,600 | 00 | 25,600 | 00 | | | | | 5 |
| Scranton, | 25,000 | 00 | 10,000 | 00 | 1,000 | 00 | | | | | |
| Thirteenth and Fifteenth Streets, | 1,000,000 | 00 | 1,000,000 | 00 | 334,529 | 44 | 160,000 | 00 | 7 | | 7 |
| Transverse, | 300,000 | 00 | 175,000 | 00 | 175,000 | 00 | 205,000 | 00 | 6 | | |
| Union, Philadelphia, | 1,000,000 | 00 | 1,500,000 | 00 | 925,000 | 00 | 500,000 | 00 | 5 & 6 | $240,000 | |
| West Philadelphia, | 750,000 | 00 | 750,000 | 00 | 750,000 | 00 | 246,000 | 00 | 6 | | |
| Wilkes-Barre and Kingston, | 100,000 | 00 | 100,000 | 00 | 100,000 | 00 | | | | | 6 |
| Williamsport, | 75,000 | 00 | 60,000 | 00 | 60,000 | 00 | 12,749 | 00 | | | |
| Total, | $19,748,200 | 00 | $8,564,022 | 64 | $10,152,758 | 44 | $6,891,905 | 73 | | | |

*On original capital of $40,000.

## TABLE B.—COST AND CHARACTERISTICS.

| NAME OF COMPANY. | COST OF ROAD AND EQUIPMENT. | | CHARACTERISTICS OF ROAD. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total cost of road and equipment. | | Length of road. | Gauge of road in feet and inches. | Weight of rail per yard. | Number of car-houses, shops and stations. | Number of depots. | Number of first-class passenger cars. | Number of second-class passenger cars. | Number of other cars. | Number of horses owned by the company. | Value of real estate held exclusive of roadway. | |
| Allentown, | $38,215 | 63 | 3.44 | 4.8½ | 19 | 2 | 1 | 2 | 4 | 2 | 22 | $18,063 | 11 |
| Central, Pittsburgh, | 136,243 | 76 | 3 m. | 5.2½ | 45 | 3 | 2 | 14 | 2 | 2 | 95 | 15,500 | 00 |
| Citizens', Philadelphia, | 313,077 | 74 | 10 m. | 5.2 | 45 & 47 | 9 | 2 | 80 | 7 | 5 | 414 | 161,200 | 00 |
| Citizens', Pittsburgh, | 229,671 | 52 | 7¾ | 5.2½ | 47 | 5 | 3 | 32 | 18 | 12 | 292 | 105,048 | 44 |
| Coalville, | 46,917 | 01 | 2½ m. | 4.8½ | 20 & 34 | 3 | 1 | 4 | . . . | . . . | 9 | 27,049 | 89 |
| *a* Continental, | 380,355 | 99 | 10½ | 5.2 | 47 | | | | | | | | |
| Chester, | 88,484 | 22 | 5¼ | 5.2¼ | 40 & 47 | 4 | 1 | 12 | . . . | . . . | 64 | 17,024 | 32 |
| City, Altoona, | 52,719 | 76 | 2 m. 3,180 ft. | 5.3 | 43 | 3 | . . | 7 | 5 | . . | 33 | | |
| Easton and South Easton, | 25,962 | 50 | 1⅗ m. | 5.2 | 43 | 2 | 1 | 3 | . . . | . . . | 18 | 4,000 | 00 |
| *b* Empire, | 106,000 | 00 | 8½ | 5.2 | 45 | | | | | | | | |
| Erie City, | 76,271 | 94 | 4 m. 255 ft. | 4.8½ | 30 | 1 | 1 | 11 | 2 | . . | 46 | 12,000 | 00 |
| Federal Street and Pleasant Valley, | 140,000 | 00 | 2⅙ m. | 5.2½ | 45 | 3 | 1 | 20 | 1 | 1 | 145 | 35,000 | 00 |
| Frankford and Southwark, | 975,455 | 45 | 18.10 m. | 5.2 | 47 | 9 | 4 | 95 | . . . | . . . | 569 | 125,000 | 00 |
| *c* Germantown, | 950,782 | 56 | | | | | | | | | | | |
| *c* Green and Coates Streets, Phila, | 258,181 | 43 | 7 m. | 5.2 | 47 | | | | | | | | |
| Harrisburg City, | 59,971 | 51 | 2 m. 2,240 ft. | 5.2½ | 38-44-47 | 2 | 1 | 15 | . . . | . . | 33 | 12,000 | 00 |
| Hestonville, Mantua and Fairmount, | 537,904 | 56 | 20 | 5.2 | 43 | 5 | 2 | 79 | . . . | 6 | 465 | 319,111 | 74 |
| Johnstown, | 59,962 | 27 | 3 m. 4,260 ft. | 5.3 | 41 | 3 | 2 | 8 | . . . | . . . | 44 | 4,000 | 00 |
| *c* Lombard and South Street, | 641,774 | 92 | 17.76 | 5.2 | 43 | 4 | 2 | 20 | 35 | 4 | 272 | 82,167 | 58 |
| Lehigh Avenue, | * | | | | | | | | | | | | |
| Perkiomen Avenue, | 89,820 | 28 | 2⅖ m. | 5.2½ | 45 | 2 | . . . | 10 | 4 | . . . | 26 | 5,000 | 00 |
| People's Street, Luzerne county, | 173,230 | 84 | 9½ m. | 4.8½ | 25 | 1 | 1 | 15 | . . . | . . . | 66 | 18,440 | 00 |
| People's, Philadelphia, | 236,343 | 60 | 44 | 5.2 | 45 | 12 | 4 | 117 | 47 | 8 | 1,034 | 10,000 | 00 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Philadelphia City, | $75,842 | 88 | 17 m. 2,200 ft. | 5.2½ | 47 & 78 | 6 | 4 | 132 | . . . | . . | 708 | $302,650 | 00 |
| *e* Philadelphia and Darby, | † | | 5 m. 255 ft. | 5.2½ | 42 | 3 | 1 | | | | | | |
| Philadelphia and Gray's Ferry, | 266,606 | 98 | 10⅜ | 5.2 | 44 | 4 | 1 | 34 | 6 | . . | 200 | 43,000 | 00 |
| Pittsburgh, Allegheny & Manchester, | 294,700 | 87 | 5 m. | 5.2 | 45 | 6 | 3 | 40 | . | 4 | 288 | 138,572 | 11 |
| Pittsburgh and Birmingham, | 145,879 | 96 | 3⅜ | 5.2½ | 45 | 3 | 1 | 5 | 16 | 7 | 150 | 52,381 | 67 |
| Pittsburgh, Oakland and East Liberty, | 193,609 | 91 | 6 m. | 5.2 | 33-45-48 | 4 | 2 | 32 | . . . | 4 | 153 | 39,250 | 67 |
| Pittston Street Car Company, | 10,000 | 00 | 1¾ | 5.2 | 42½ | 1 | . . . | 1 | 2 | . | 5 | | |
| Pittsburgh and West End, | 47,119 | 04 | 2½ m. | 5.2½ | 35 | 1 | 1 | 9 | 4 | 2 | 68 | 3,932 | 80 |
| Pittsburgh Union, | 148,494 | 65 | 4 m. 300 ft. | 5.2½ | 45 | 3 | . . . | 9 | . . . | 2 | 170 | 6,064 | 95 |
| Reading City, | 62,515 | 07 | 2½ m. | 5.2 | 45 | 3 | 2 | 16 | . . . | | 36 | 13,392 | 61 |
| Ridge Avenue, Philadelphia, | 562,617 | 25 | 15 m. | 5.1 | 45 | 1 | 1 | 56 | . . . | . | 300 | 65,000 | 00 |
| *f* Schuylkill River, | 47,463 | 54 | 3 m. 586 ft. | 5.2 | 44 | | | | | | | | |
| Second and Third Streets, | 928,461 | 91 | 37 m. | 5.2¼ | 43 & 55 | 7 | 2 | 106 | 10 | 11 | 669 | 100,000 | 00 |
| *a* Seventeenth and Nineteenth Streets, | 229,246 | 60 | 7½ m. | 5.2 | 43 & 55 | | | | | | | | |
| South Side, | 81,851 | 13 | 2½ m. | 5.2½ | 45 | 3 | 1 | 8 | 5 | . . | 82 | 10,000 | 00 |
| Stroudsburg, | 25,027 | 84 | 1⅜ m. | 4.8½ | 28 & 30 | 1 | 1 | 2 | 1 | . | 9 | 1,000 | 00 |
| Scranton, | ‡ | | | | | | | | | | | | |
| Thirteenth and Fifteenth Streets, | 358,102 | 50 | 14 | 5.2 | 43 | 2 | 2 | 42 | 15 | 16 | 400 | 122,000 | 00 |
| Transverse, | 366,806 | 64 | 6 m. 1,912 ft. | 5.2 | 52 | 3 | . . . | 39 | . . . | . | 250 | 50,421 | 76 |
| *g* Union, Philadelphia, | 2,192,351 | 43 | 70 m. | 5.2 | 47 | 10 | 6 | 277 | 71 | 23 | 1,724 | 632,028 | 03 |
| West Philadelphia. | 1,082,268 | 93 | 18½ | 5.2½ | 44 | 11 | 1 | 102 | 20 | 10 | 646 | 237,947 | 35 |
| Wilkes-Barre and Kingston, | † | | 4½ m. | 5.2 | 30 & 45 | 1 | 1 | 4 | 3 | . . | 18 | 15,000 | 00 |
| Williamsport, | 89,432 | 05 | 2 m. 794 ft. | 4.8½ | 36 | . . | . . . | 4 | 5 | 3 | 26 | | |
| | $10,494,291 | 22 | 363 | . . . | . . . . | 137 | 55 | 1,267 | 210 | 122 | 9,300 | $2,668,247 | 03 |

*a* Leased to "Union Passenger Railway Company." *b* Leased to "Citizens' Passenger Railway Company." *c* Leased to "People's Passenger Railway Company." *d* Reported as cost of "construction, equipment, and real estate." *e* Leased to "Philadelphia City Passenger Railway Company." *f* Leased to "Philadelphia and Gray's Ferry Passenger Railway Company." *g* Including "leased lines."
* Not yet in operation. † Not stated in report. ‡ Organization complete, but no road built.

## TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

| NAME OF COMPANY. | Number of passengers (all classes) carried in cars. | Of maintaining the road or real estate of corporation. | | Of operating the road. | | Total. | |
|---|---|---|---|---|---|---|---|
| Allentown, | 207,976 | $1,451 | 16 | $11,538 | 27 | $12,989 | 43 |
| Central, Pittsburgh, | 978,953 | 3,231 | 24 | 42,563 | 35 | 45,794 | 59 |
| Citizens', Philadelphia, | 6,077,066 | 22,968 | 82 | 202,344 | 63 | 225,313 | 45 |
| Citizens', Pittsburgh, | 4,308,896 | 19,165 | 05 | 128,396 | 23 | 147,561 | 28 |
| Coalville, | 114,056 | 451 | 48 | 4,298 | 23 | 4,749 | 71 |
| Chester, | 639,697 | 1,029 | 06 | 16,542 | 02 | 17,571 | 08 |
| City, Altoona, | 398,465 | 1,136 | 84 | 18,349 | 32 | 19,486 | 16 |
| Easton and South Easton, | 151,230 | 1,290 | 50 | 5,882 | 45 | 7,172 | 95 |
| Empire, | 3,642,974 | | | | | | |
| Erie City, | 336,931 | 535 | 31 | 11,209 | 25 | 11,744 | 56 |
| Federal Street and Pleasant Valley, | 1,601,157 | 8,403 | 65 | 54,784 | 90 | 63,188 | 55 |
| Frankford and Southwark, | 9,186,168 | 15,834 | 49 | 284,745 | 91 | 300,580 | 40 |
| Harrisburg City, | 408,615 | 893 | 70 | 14,803 | 47 | 15,697 | 17 |
| Hestonville, Mantua and Fairmount, | 4,673,736 | 17,007 | 54 | 198,682 | 11 | 215,689 | 65 |
| Johnstown, | 390,748 | 745 | 51 | 13,906 | 22 | 14,651 | 73 |
| Lombard and South Street, | 3,216,274 | 9,354 | 46 | 109,650 | 84 | 119,005 | 30 |
| Perkiomen Avenue, | 377,526 | 11,033 | 49 | 14,641 | 18 | 25,674 | 67 |
| People's Street, Luzerne County, | 603,815 | 4,274 | 32 | 34,658 | 09 | 38,932 | 41 |
| People's, Philadelphia, | 20,053,497 | 34,539 | 98 | 445,160 | 30 | 479,700 | 28 |
| Philadelphia City, | 9,597,718 | 27,170 | 61 | 315,468 | 01 | 342,638 | 62 |
| Philadelphia and Gray's Ferry, | 2,834,623 | 10,067 | 79 | 82,990 | 73 | 93,058 | 52 |
| Pittsburgh, Allegheny and Manchester, | 3,301,226 | 7,480 | 54 | 108,937 | 63 | 116,418 | 17 |
| Pittsburgh and Birmingham, | 2,015,136 | 9,727 | 56 | 70,212 | 74 | 79,940 | 30 |
| Pittsburgh, Oakland and East Liberty, | 1,657,002 | 10,627 | 66 | 74,154 | 03 | 84,781 | 69 |
| Pittston Street Car Company, | 80,982 | 485 | 51 | 3,140 | 77 | 3,626 | 28 |
| Pittsburgh and West End, | 891,054 | 3,209 | 31 | 31,063 | 02 | 34,272 | 33 |
| Pittsburgh Union, | 1,518,326 | 4,062 | 20 | 59,384 | 79 | 63,446 | 99 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Reading City, | 352,175 | | 810 | 22 | 15,279 | 88 | 16,090 | 10 |
| Ridge Avenue, Philadelphia, | 5,757,020 | | 36,124 | 19 | 153,431 | 14 | 189,555 | 33 |
| Second and Third Streets, | 9,595,459 | | 38,949 | 07 | 314,357 | 79 | 353,306 | 86 |
| South Side, | 486,092 | | 7,203 | 51 | 28,569 | 97 | 35,773 | 48 |
| Stroudsburg, | 28,778 | | 205 | 00 | 2,890 | 27 | 3,095 | 27 |
| Thirteenth and Fifteenth Streets, | 5,421,922 | | 18,560 | 85 | 184,946 | 41 | 203,507 | 26 |
| Transverse, | 2,144,636 | | 3,228 | 20 | 89,518 | 68 | 92,746 | 88 |
| Union, Philadelphia, | 22,741,228 | | 66,197 | 69 | 833,040 | 81 | 899,238 | 50 |
| West Philadelphia, | 9,561,867 | | 39,388 | 55 | 314,915 | 22 | 354,303 | 77 |
| Wilkes-Barre and Kingston, | 337,100 | | 4,396 | 67 | 14,500 | 00 | 18,896 | 67 |
| Williamsport, | 484,355 | | . . . . . | . . | . . . . . | . | 24,754 | 39 |
| Total, | 135,986,289 | | $141,241 | 73 | $4,308,958 | 66 | $4,774,954 | 78 |

## TABLE D.—RECEIPTS.

| NAME OF COMPANY. | Passengers. | | Rent. | | Manure. | | Other sources. | | Total. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Allentown, | $12,891 | 84 | $849 | 96 | | | $212 | 97 | $13,954 | 77 |
| Central, Pittsburgh, | 48,222 | 90 | | | | | | | 48,222 | 90 |
| Citizens', Philadelphia, | 326,345 | 80 | 477 | 50 | $4,335 | 99 | 105,868 | 25 | 437,027 | 54 |
| Citizens', Pittsburgh, | 195,188 | 10 | 856 | 98 | 425 | 00 | 4,217 | 57 | 200,687 | 65 |
| Coalville, | 8,479 | 26 | 576 | 84 | 38 | 00 | 32 | 10 | 9,126 | 20 |
| Continental,* | | | | | | | | | 120,000 | 00 |
| Chester, | 30,191 | 18 | | | 255 | 92 | 118 | 60 | 30,565 | 70 |
| City, Altoona, | 19,483 | 16 | | | 60 | 37 | 175 | 00 | 19,718 | 53 |
| Easton and South Easton, | 7,349 | 00 | | | | | 983 | 23 | 8,332 | 23 |
| Erie City, | 15,462 | 90 | 374 | 00 | 65 | 00 | 64 | 92 | 15,966 | 82 |
| Federal Street and Pleasant Valley, | 73,464 | 17 | 4,052 | 90 | | | 1,368 | 15 | 78,885 | 22 |
| Frankford and Southwark, | 510,342 | 65 | *a*1,596 | 87 | 5,834 | 20 | *b*1,371 | 35 | 519,145 | 07 |
| Green and Coates Streets, Philadelphia,† | | | | | | | | | 60,000 | 00 |
| Harrisburg City, | 22,970 | 00 | 186 | 61 | 134 | 50 | 577 | 68 | 23,868 | 79 |
| Hestonville, Mantua and Fairmount, | 250,399 | 76 | 572 | 00 | 3,823 | 04 | 4,214 | 30 | 259,009 | 10 |
| Johnstown, | 19,537 | 45 | 30 | 00 | 49 | 26 | 131 | 95 | 19,748 | 66 |
| Lombard and South Street, | 155,014 | 17 | | | 2,179 | 44 | 1,631 | 51 | 158,825 | 12 |
| Lehigh Avenue,‡ | | | | | | | | | | |
| Perkiomen avenue, | 18,022 | 84 | 89 | 85 | 134 | 35 | 1,512 | 28 | 19,759 | 32 |
| People's Street, Luzerne County, | 42,002 | 79 | | | 84 | 50 | 1,854 | 58 | 43,941 | 87 |
| People's, Philadelphia, | 823,015 | 91 | 75 | 00 | 9,050 | 11 | 399,728 | 35 | 1,231,879 | 59 |
| Philadelphia City, | 525,160 | 11 | 1,096 | 84 | 6,478 | 72 | 1,938 | 33 | 534,674 | 00 |
| Philadelphia and Gray's Ferry, | 136,974 | 50 | 1,115 | 00 | 1,704 | 74 | 150 | 35 | 139,944 | 59 |
| Pittsburgh, Allegheny and Manchester, | 167,524 | 22 | | | 144 | 00 | 100,617 | 75 | 268,285 | 97 |
| Pittsburgh and Birmingham, | 100,756 | 80 | | | | | 524 | 05 | 101,280 | 85 |
| Pittsburgh, Oakland and East Liberty, | 100,727 | 82 | | | 170 | 00 | | | 100,897 | 82 |
| Pittston, | 4,055 | 19 | *c*220 | 68 | 12 | 75 | *a*16 | 60 | 4,305 | 22 |
| Pittsburgh and West End, | 46,727 | 26 | | | 93 | 75 | 529 | 33 | 47,350 | 34 |
| Pittsburgh Union, | 74,986 | 23 | | | 87 | 50 | 5,079 | 00 | 80,152 | 73 |
| Reading City, | 18,890 | 21 | | | 160 | 00 | 12,631 | 71 | 33,990 | 11 |
| Ridge Avenue, Philadelphia, | 299,176 | 67 | | | | | 1,720 | 44 | 300,897 | 11 |
| Second and Third Streets, | 537,718 | 16 | | | 7,727 | 90 | 1,100 | 00 | 546,546 | 06 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Seventeenth and Nineteenth Streets,§ | . . . . . | . . | . . . . . | . . | . . . . . | . . | . . . . . | . . | 15,000 | 00 |
| South Side, | 29,304 | 59 | 143 | 00 | 77 | 50 | 3,449 | 41 | 32,974 | 50 |
| Stroudsburg, | 1,913 | 28 | 30 | 00 | . . . . . | | 2,687 | 81 | 4,631 | 09 |
| Thirteenth and Fifteenth Streets, | 291,917 | 43 | 36 | 25 | 3,182 | 35 | 43,800 | 00 | 338,936 | 03 |
| Transverse, | 105,481 | 98 | 100 | 00 | 91 | 67 | 2,830 | 38 | 108,604 | 03 |
| Union, Philadelphia, | 1,323,583 | 16 | . . . . . | . . | 17,744 | 33 | *d*9,014 | 07 | 1,350,341 | 56 |
| West Philadelphia, | 534,510 | 77 | . . . . . | . . | 6,590 | 81 | 3,847 | 01 | 544,948 | 59 |
| Wilkes-Barre and Kingston, | 27,367 | 36 | . . . . . | . . | . . . | | 1,202 | 00 | 28,569 | 36 |
| Williamsport, | 20,916 | 91 | . . . . . | | 66 | 50 | 1,229 | 26 | 22,212 | 67 |
| Totals, | $6,926,076 | 53 | $12,480 | 28 | $70,002 | 20 | $716,430 | 29 | $7,923,207 | 71 |

* Rental from "Citizen's" and "Seventeenth and Nineteenth street" companies, lessees. † Rental from "People's Passenger Railway Company," lessee. ‡ Not yet in operation. § Rental from Union Passenger Railway Company, lessee.
*a* Advertising. *b* Rents and other sources. *c* Carrying baggage and newspapers. *d* Other sources and advertising.

## TABLE E.—ACCIDENTS.

| NAME OF COMPANY. | PASSENGERS. | | EMPLOYEES. | | OTHERS. | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Central, Pittsburgh, | | 1 | | | | | | 1 |
| Citizens', Philadelphia, | | | | | | 2 | | 2 |
| Citizens', Pittsburgh, | 1 | 3 | | | | | 1 | 3 |
| Frankford and Southwark, | | 3 | | 1 | | | | 4 |
| Hestonville, Mantua and Fairmount, | | 3 | | | 1 | 2 | 1 | 5 |
| Lombard and South Street, | | | | | 3 | | 3 | |
| People's Street, Luzerne County, | 1 | | | | | | 1 | |
| People's, Philadelphia, | | 20 | 1 | 1 | | 7 | 1 | 28 |
| Philadelphia City, | | 7 | | | 1 | 1 | 1 | 8 |
| Pittsburgh, Allegheny and Manchester, | | 1 | | | 1 | 3 | 1 | 4 |
| Pittsburgh and Birmingham, | | 1 | | | | 2 | | 3 |
| Pittsburgh Union, | | | | | 1 | 3 | 1 | 3 |
| Ridge Avenue, Philadelphia, | 1 | 1 | | 1 | | | 1 | 2 |
| Second and Third Streets, | | | | | 1 | 3 | 1 | 3 |
| Thirteenth and Fifteenth Street, | 1 | 2 | | | | | 1 | 2 |
| Transverse, | | | | | 1 | 1 | 1 | 1 |
| Wilkes-Barre and Kingston, | 1 | | | | | | 1 | |
| Total, | 5 | 42 | 1 | 3 | 9 | 24 | 15 | 69 |

NOTE.—Companies omitted from this table have reported no accidents.

## COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in.

| Name of Company. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Allentown, | $45,260 00 | $45,260 00 | $45,260 00 | $45,260 00 | $45,260 00 |
| Central, Pittsburgh, | 27,750 00 | 27,750 00 | 27,750 00 | 100,000 00 | 100,000 00 |
| Citizens', Philadelphia, | 192,500 00 | 192,500 00 | 192,500 00 | 192,500 00 | 192,500 00 |
| Citizens', Pittsburgh, | 184,000 00 | 192,000 00 | 192,000 00 | 200,000 00 | 200,000 00 |
| Coalville, | 62,675 00 | 62,675 00 | 62,675 00 | 62,675 00 | 62,675 00 |
| Continental, | 580,000 00 | 580,000 00 | 580,000 00 | 580,000 00 | 580,000 00 |
| Chester, | | | | | 80,000 00 |
| City, Altoona, | | | | | 53,000 00 |
| Easton and South Easton, | 29,562 50 | 29,562 50 | 29,562 50 | 29,562 50 | 29,562 50 |
| Empire, | | | 200,000 00 | | |
| Erie City, | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 |
| Federal Street and Pleasant Valley, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Frankford and Southwark, | 600,000 00 | 600,000 00 | 600,000 00 | 600,000 00 | 600,000 00 |
| Germantown, | 572,860 00 | 572,860 00 | 572,860 00 | 572,860 00 | 572,860 00 |
| Green and Coates Streets, Philadelphia, | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| Harrisburg City, | 41,150 00 | 50,000 00 | 50,000 00 | 62,500 00 | 62,500 00 |
| Hestonville, Mantua and Fairmount, | 299,381 36 | 299,381 36 | 299,381 36 | 299,381 36 | 299,381 36 |
| Johnstown, | | | | | 56,000 00 |
| Lehigh Avenue, | | | | | 60,000 00 |
| Lombard and South Street, | 195,000 00 | 195,000 00 | 194,962 50 | 242,467 50 | 285,555 00 |
| Manayunk and Roxborough Inclined Plane, | 58,475 00 | | | | |
| Pittsburgh Union, | | | | | 69,375 00 |
| People's Street, Luzerne County, | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| People's, Philadelphia, | 123,944 00 | 124,744 00 | 460,000 00 | 500,000 00 | 500,000 00 |
| Perkiomen Avenue, | | 40,000 00 | 40,000 00 | | 40,000 00 |
| Philadelphia City, | 475,000 00 | 475,000 00 | 475,000 00 | 475,000 00 | 475,000 00 |
| Philadelphia and Darby, | | | 200,000 00 | 200,000 00 | 200,000 00 |
| Philadelphia and Gray's Ferry, | 308,750 00 | 308,750 00 | 308,750 00 | 308,750 00 | 308,750 00 |
| Pittsburgh, Allegheny and Manchester, | 300,000 00 | 300,000 00 | 350,000 00 | 350,000 00 | 350,000 00 |
| Pittsburgh and Birmingham, | 150,000 00 | 150,000 00 | 162,000 00 | 162,000 00 | 174,000 00 |
| Pittsburgh, Oakland and East Liberty, | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| Pittsburgh and West End, | | 17,060 14 | 17,060 14 | 17,060 14 | 26,060 14 |
| Pittsburgh Union, | | | | | 69,375 00 |
| Pittston, | 18,362 50 | 18,362 50 | 18,362 50 | | 10,000 00 |
| Reading City, | 41,550 00 | 40,550 00 | 40,550 00 | 40,550 00 | 40,550 00 |

## COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Ridge Avenue, Philadelphia, | $420,000 | 00 | $420,000 | 00 | $420,000 | 00 | $420,000 | 00 | $420,000 | 00 |
| Scranton, | | | | | | | | | 1,000 | 00 |
| Schuylkill River, | 50,000 | 00 | 50,000 | 00 | 50,000 | 00 | 50,000 | 00 | 50,000 | 00 |
| Second and Third Streets, | 771,076 | 25 | 771,076 | 25 | 771,076 | 25 | 771,076 | 25 | 1,060,200 | 00 |
| Seventeenth and Nineteenth Streets, | 250,000 | 00 | 250,000 | 00 | 250,000 | 00 | 250,000 | 00 | 250,000 | 00 |
| South Side, | 41,050 | 00 | 38,400 | 00 | 38,400 | 00 | 38,400 | 00 | 38,400 | 00 |
| Stroudsburg, | 25,600 | 00 | 25,600 | 00 | 25,600 | 00 | 25,600 | 00 | 25,600 | 00 |
| Thirteenth and Fifteenth Streets, | 334,529 | 44 | 334,529 | 44 | 334,529 | 44 | 334,529 | 44 | 334,529 | 44 |
| Transverse, | | | | | | | 175,000 | 00 | 175,000 | 00 |
| Union, Philadelphia, | 425,000 | 00 | 425,000 | 00 | 425,000 | 00 | 751,100 | 00 | 925,000 | 00 |
| West Philadelphia, | 400,000 | 00 | 750,000 | 00 | 750,000 | 00 | 750,000 | 00 | 750,000 | 00 |
| Wilkes-Barre and Kingston, | 100,000 | 00 | 100,000 | 00 | | | 100,000 | 00 | 100,000 | 00 |
| Williamsport, | 40,600 | 00 | 40,600 | 00 | 40,600 | 00 | 60,000 | 00 | 60,000 | 00 |
| Total, | $7,773,476 | 06 | $8,098,911 | 19 | $8,435,879 | 69 | $9,465,672 | 95 | $10,312,133 | 44 |

## COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

| Name of Company. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Allentown, | $12,000 00 | $12,000 00 | $12,000 00 | $11,000 00 | $13,000 00 |
| Central, Pittsburgh, | 15,000 00 | 16,974 21 | 20,070 61 | 30,636 46 | 36,708 34 |
| Citizens', Pittsburgh, | 9,748 16 | 55,754 84 | 54,245 13 | 67,877 48 | 77,863 29 |
| Coalville, | 21,526 35 | 19,242 94 | 27,881 31 | 16,254 04 | 14,321 16 |
| Continental, | 380,000 00 | 350,000 00 | 350,000 00 | 350,000 00 | 350,000 00 |
| Easton and South Easton, | 7,500 00 | 8,000 00 | 6,800 00 | 8,300 00 | 7,800 00 |
| Empire, | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 |
| Erie City, | 4,000 00 | 11,500 00 | 11,500 00 | 11,500 00 | 25,000 00 |
| Federal Street and Pleasant Valley, | 75,000 00 | 75,000 00 | 93,000 00 | 93,000 00 | 96,000 00 |
| Frankford and Southwark, | 102,000 00 | 102,000 00 | 102,000 00 | 102,000 00 | 102,000 00 |
| Germantown, | 227,500 00 | 227,500 00 | 227,500 00 | 227,500 00 | 227,500 00 |
| Green and Coates Streets, Philadelphia, | 121,916 68 | 121,916 68 | 121,916 68 | 121,916 68 | 121,916 68 |
| Harrisburg City, | 1,318 75 | 7,049 05 | 12,271 27 | | |
| Hestonville, Mantua and Fairmount, | 528,704 00 | 515,704 00 | 531,184 60 | 525,754 00 | 528,954 00 |
| Lombard and South Street, | 62,500 00 | 62,500 00 | 145,413 88 | 200,212 08 | 350,975 77 |
| People's Street, Luzerne County, | 20,000 00 | 20,000 00 | 21,782 87 | 21,049 66 | 20,930 63 |
| People's, Philadelphia, | 103,500 00 | 105,815 48 | 105,815 48 | 2,756,501 52 | 2,484,948 34 |
| Perkiomen Avenue, | | 500 00 | 2,000 00 | 3,000 00 | |
| Philadelphia City, | 300,000 00 | 300,000 00 | 300,000 00 | 300,000 00 | 300,000 00 |
| Philadelphia and Darby, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Philadelphia and Gray's Ferry, | | 18,500 00 | 18,500 00 | 18,500 00 | 18,500 00 |
| Pittsburgh, Allegheny and Manchester, | 105,000 00 | 105,000 00 | 105,000 00 | 128,000 00 | 205,000 00 |
| Pittsburgh and Birmingham, | 40,000 00 | 40,000 00 | 40,000 00 | 96,138 35 | 86,000 00 |
| Pittsburgh, Oakland and East Liberty, | 83,741 71 | 85,872 58 | 97,523 08 | 98,285 54 | 98,277 66 |
| Pittsburgh and West End, | | 21,533 57 | 17,500 00 | 21,319 99 | 16,000 00 |
| Pittsburgh Union, | | | | | 107,333 34 |
| Pittston, | 6,737 50 | 6,920 33 | 8,571 50 | | |
| Reading City, | 200 00 | | | 2,650 00 | 13,147 42 |
| Ridge Avenue, Philadelphia, | 58,400 00 | | | | |
| Second and Third Streets, | 9,800 00 | | | | |
| Seventeenth and Nineteenth Streets, | | 100,000 00 | 134,500 00 | 134,500 00 | 134,500 00 |
| South Side, | 25,265 00 | 26,553 81 | 31,587 97 | 34,761 96 | 31,480 44 |
| Stroudsburg, | 259 27 | | | | |
| Thirteenth and Fifteenth Streets, | 100,000 00 | 100,000 00 | 100,000 00 | 120,797 50 | 160,000 00 |
| Transverse, | | | | 193,219 95 | 205,000 00 |

**COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt—Continued.**

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Union, Philadelphia, | $500,000 | 00 | $500,000 | 00 | $500,000 | 00 | $500,000 | 00 | $500,000 | 00 |
| West Philadelphia, | 246,000 | 00 | 246,000 | 00 | 246,000 | 00 | 246,000 | 00 | 246,000 | 00 |
| Williamsport, | | | | | | | 10,133 | 34 | 12,749 | 25 |
| Total, | $3,506,692 | 93 | $3,544,863 | 28 | $4,276,682 | 90 | $6,750,808 | 56 | $6,891,906 | 32 |

**COMPARATIVE STATEMENT FOR FIVE YEARS—Interest on Funded Debt and Cash or Stock Dividends Declared.**

| Name of Company. | Interest on Funded Debt. | | | | | Dividend Declared. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1879. | 1880. | 1881. | 1882. | 1883. | 1879. | 1880. | 1881. | 1882. | 1883. |
| Allentown, | 7 | 7 | 6 | 5 | 5 | | | | | |
| Central, Pittsburgh, | | | 6 | 6 | 6 | | | | | |
| Central, Reading, | 7 | 7 | | | | | | | | |
| Citizens', Philadelphia, | | | | | | $10 00 | $11 50 | $11 50 | $12 00 | $12 per share. |
| Citizens', Pittsburgh, | | 5 | 5 | 5 | 5 | 10 | 14 | 18 00 | 6 00 | $9 per share. |
| Coalville, | 8 | 6 | 6 | 6 | 6 | | | | | |
| Continental, | 7 | 6 | 6 | 6 | 6 | | | | | |
| City, Altoona, | | | | | | | | | | 3 per cent. |
| Empire, | 7 | 7 | 7 | 7 | 7 | | | | | |
| Erie City, | | | | | 6 | | | | | |
| Federal Street and Pleasant Valley, | 6 & 7 3/10 | | 6 | 6 | 6 | 9 | 10 | 11 | 10 | 10 per cent. |
| Frankford and Southwark, | 7 | 7 | 7 | 7 | 7 | 17 | 4½ | 4¾ | 25 | 24 per cent. |
| Germantown, | 7 | 7 & 5 | 7 & 5 | 7 & 5 | Not given. | 20 | 8 | 8 | | |
| Green and Coates Streets, Philadelphia, | 6 | 6 | 6 | 6 | 6 | 6 00 | 12 | 7 | | 12 per cent. |
| Harrisburg City, | | | | | | 6 | 6 | 6 | 6 | 6 per cent. |
| Hestonville, Mantua and Fairmount, | 6 & 7 | 6 & 7 | 6 | 6 | 6 | | | | | |
| Johnstown, | | | | | | | | | | 3 per cent. |
| Lombard and South Street, | 7 | 7 | 7 | 7 & 5 | 7 & 5 | 60 c. per share. | | | | |
| People's Street, Luzerne County, | 7 | 7 | 7 | 7 | 7 | | | | 4 | per cent. |
| People's, Philadelphia, | | 7 | 7 & 5 | 7 & 5 | 5 & 7 | 50 c. per share. | | 2 | 4 | per cent. |
| Perkiomen Avenue, | | | | 7 3/10 | | | | 2½ | 5 | per cent. |
| Philadelphia City, | 6 & 7 | 6 & 7 | 7 & 5 | | 5 & 7 | | | | | |
| Philadelphia and Darby, | 7 | 7 | 7 | 7 | 7 | | | | | |
| Philadelphia and Gray's Ferry, | | | | 5 & 7 | Not given. | 2 75 | 3 00 | 2 75 | 2 25 | 2 50 per share. |
| Pittsburgh, Allegheny and Manchester, | 8 | 8 | 8 | 8 | 6 & 8 | 10 | 6 00 | 11 | 4 50 | 1 per cent. |
| Pittsburgh and Birmingham, | 7 3/10 | 7 3/10 | 7 3/10 | | 7 3/10 | 9 | | | | |
| Pittsburgh, Oakland and East Liberty, | 7 | 7 | 7 | 6 | 6 | | | | | |
| Pittsburgh and West End, | | 6 | | 6 | 6 | | 10 50 | | 5 50 | $9 81¼ per share. |
| Pittsburgh Union, | | | | | 5 | | | | | |
| Pittston, | 7 | 7 | 7 | | | | | | | 6 per cent. |

**COMPARATIVE STATEMENT FOR FIVE YEARS—Interest on Funded Debt and Cash or Stock Dividends Declared—Continued.**

| Name of Company. | Interest on Funded Debt. | | | | | Dividend Declared. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1879. | 1880. | 1881. | 1882. | 1883. | 1879. | 1880. | 1881. | 1882. | 1883. |
| Reading City, | | | | | 5 | 2 | 5 | 9 | 4 | 4 per cent. |
| Ridge Avenue, Philadelphia, | 6 & 7 | | | | | | 6 00 | | | $6 per share. |
| Schuylkill River, | | | | | | | | | 50 c. | 50 c. per share. |
| Second and Third Streets, | 7 | | | | | 10 | 13 | 12 | 13 | 16 per cent. |
| Seventeenth and Nineteenth Streets, | 6 & 7 | 7 | 7 & 6 | 7 & 5 | 7 & 5 | | | | 6 | 6 per cent. |
| South Side, | 7 | | 7 | 7 | 7 | | | 6½ | | |
| Stroudsburg, | | | | | | 7 | | | 2 | 5 per cent. |
| Thirteenth and Fifteenth Streets, | 7 | 7 | 7 | 7 | 7 | | | 4 | 6 | 7 per cent. |
| Transverse. | | | | 6 | 6 | | | | | |
| Union, Philadelphia, | 6 & 7 | 6 & 7 | 6 & 5 | 6 & 5 | 6 & 5 | | | | | $240,000 |
| West Philadelphia. | 6 | 6 | 6 | 6 | | | | | | |
| Wilkes-Barre and Kingston, | | | | | | 2½ | 3 | 5 | | 6 per cent. |

## COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Road and Equipment.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Allentown, | $36,394 | 13 | $36,418 | 13 | $37,918 | 13 | $37,873 | 13 | $38,215 | 63 |
| Central, Pittsburgh, | 49,204 | 50 | 50,349 | 57 | 53,210 | 61 | 130,489 | 05 | 156,243 | 76 |
| Central, Reading, | 78,037 | 41 | . . | | . . | | . . | | . . | |
| Citizens', Philadelphia, | 299,044 | 74 | 306,678 | 34 | 306,777 | 34 | 118,745 | 15 | 313,077 | 74 |
| Citizens', Pittsburgh, | 160,675 | 22 | 191,472 | 09 | 180,570 | 34 | 211,293 | 34 | 229,671 | 52 |
| Coalville, | 47,403 | 15 | 46,917 | 01 | 46,917 | 01 | 46,917 | 01 | 46,917 | 01 |
| Continental, | 376,848 | 77 | 380,355 | 99 | 380,355 | 99 | 380,355 | 99 | 380,355 | 99 |
| Chester, | . . | | . . | | . . | | . . | | 88,484 | 22 |
| City, Altoona, | . . | | . . | | . . | | . . | | 52,719 | 76 |
| Easton and South Easton, | 25,962 | 50 | 25,962 | 50 | 25,962 | 50 | 25,962 | 50 | 25,962 | 50 |
| Empire, | 106,000 | 00 | 106,000 | 00 | 106,000 | 00 | 106,000 | 00 | 106,000 | 00 |
| Erie City, | 53,428 | 69 | 59,781 | 01 | 61,992 | 91 | 61,992 | 91 | 76,271 | 94 |
| Federal Street and Pleasant Valley, | 140,000 | 00 | 140,000 | 00 | 140,000 | 00 | 140,000 | 00 | 140,000 | 00 |
| Frankford and Southwark, | 963,887 | 45 | 963,887 | 45 | 981,738 | 10 | 981,738 | 10 | 975,455 | 00 |
| Germantown, | 940,977 | 70 | 948,106 | 81 | 950,782 | 56 | . . | | 950,782 | 56 |
| Green and Coates Streets, Philadelphia, | 247,128 | 62 | 247,564 | 15 | 258,181 | 43 | 258,181 | 53 | 258,181 | 43 |
| Harrisburg City, | 31,869 | 55 | 43,351 | 85 | 50,022 | 24 | 55,777 | 90 | 59,971 | 51 |
| Hestonville, Mantua and Fairmount, | 539,776 | 86 | 539,919 | 56 | 540,189 | 56 | 538,479 | 56 | 537,904 | 56 |
| Johnstown, | . . | | . . | | . . | | . . | | 59,962 | 27 |
| Lombard and South Street, | 271,714 | 83 | 276,199 | 09 | 306,637 | 51 | 334,132 | 26 | 641,774 | 92 |
| Manayunk and Roxborough Inclined Plane, | 59,276 | 56 | . . | | . . | | . . | | . . | |
| People's Street, Luzerne County, | 162,101 | 39 | 162,101 | 39 | 168,582 | 58 | 169,032 | 58 | 173,230 | 84 |
| People's, Philadelphia, | 208,896 | 45 | 213,706 | 17 | 920,905 | 15 | 251,177 | 60 | 236,343 | 60 |
| Perkiomen Avenue, | . . | | 87,260 | 18 | 90,250 | 28 | 92,680 | 28 | 89,820 | 28 |
| Philadelphia City, | 842,656 | 31 | 862,138 | 36 | 875,227 | 88 | 875,842 | 88 | 875,842 | 88 |
| *Philadelphia and Darby. | | | | | | | | | | |
| Philadelphia and Gray's Ferry, | 243,916 | 66 | 266,606 | 98 | 266,606 | 98 | 266,606 | 98 | 266,606 | 98 |
| Pittsburgh, Allegheny and Manchester, | 286,260 | 49 | 280,450 | 49 | 305,243 | 96 | 293,135 | 37 | 294,700 | 87 |
| Pittsburgh and Birmingham, | 131,565 | 00 | 135,887 | 00 | 140,163 | 96 | 145,879 | 96 | 145,879 | 96 |
| Pittsburgh, Oakland and East Liberty, | 179,471 | 98 | 182,208 | 26 | 193,042 | 18 | 193,366 | 18 | 193,609 | 91 |
| Pittsburgh and West End, | . . | | 39,740 | 19 | 44,057 | 00 | 44,723 | 71 | 47,119 | 04 |
| Pittston, | 26,763 | 75 | 26,765 | 25 | 26,765 | 75 | . . | | 10,000 | 00 |

*The books and papers of this company were destroyed by a former president, and the present officers are unable to state the cost of the road.

**COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Road and Equipment—Continued.**

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburgh Union, | | | | | | | | | $148,494 | 65 |
| Reading City, | $47,223 | 14 | $47,223 | 14 | $47,223 | 14 | $48,223 | 14 | 62,515 | 07 |
| Ridge Avenue, Philadelphia, | 559,705 | 04 | 559,791 | 49 | 561,367 | 25 | 560,867 | 25 | 562,617 | 25 |
| Second and Third streets, | 859,555 | 50 | 915,310 | 96 | 920,788 | 72 | 926,025 | 91 | 928,461 | 91 |
| Schuylkill River, | 47,463 | 54 | 47,463 | 54 | 47,463 | 54 | 47,463 | 54 | 47,463 | 54 |
| Seventeenth and Nineteenth Streets, | 229,246 | 60 | 229,246 | 60 | 229,246 | 60 | 229,246 | 60 | 229,246 | 60 |
| South Side, | 81,851 | 13 | 81,851 | 13 | 81,851 | 13 | 81,851 | 13 | 81,851 | 13 |
| Stroudsburg, | 24,124 | 84 | 24,124 | 84 | 24,127 | 84 | 24,627 | 84 | 25,027 | 84 |
| Thirteenth and Fifteenth Streets, | 335,848 | 75 | 335,848 | 75 | 335,848 | 75 | 354,851 | 57 | 358,102 | 50 |
| Transverse, | | | | | | | 355,488 | 27 | 366,806 | 64 |
| Union. Philadelphia, | 680,366 | 74 | 1,562,841 | 72 | 1,641,562 | 00 | 1,933,375 | 60 | 2,192,351 | 43 |
| West Philadelphia. | 841,945 | 07 | 996,923 | 12 | 1,052,264 | 28 | 1,074,325 | 34 | 1,082,268 | 93 |
| Wilkes-Barre and Kingston, | 94,833 | 37 | 94,833 | 37 | 94,833 | 37 | 94,833 | 37 | | |
| Williamsport, | | | 38,439 | 30 | 38,439 | 30 | 77,658 | 29 | 89,432 | 05 |
| Total, | $10,307,320 | 77 | $11,503,466 | 71 | $12,549,845 | 69 | $11,569,401 | 82 | $13,645,746 | 22 |

NOTE.—The Citizens' Company, Philadelphia, reported cost of construction only in 1882, ($118,745 15.) The amount reported for 1883 covers construction and equipment.

**COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers (all classes) carried in cars.**

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Allentown, | 102,373 | 149,039 | 167,973 | 168,572 | 207,976 |
| Bradford and Kendall, | .... | .... | 320,148 | .... | .... |
| Central, Pittsburgh, | 440,194 | .... | 577,406 | 655,530 | 978,953 |
| Central, Reading, | 175,235 | .... | .... | .... | .... |
| Citizens', Philadelphia, | 5,126,559 | 5,615,494 | 5,788,943 | 5,689,947 | 6,077,066 |
| Citizens', Pittsburgh, | 2,736,474 | 3,228,718 | 4,063,640 | 4,126,362 | 4,308,896 |
| Coalville, | 75,928 | 83,617 | 103.288 | 115,398 | 114,056 |
| Continental, | 5,202,058 | .... | .... | .... | *a* |
| Chester, | .... | .... | .... | .... | 639,697 |
| City, Altoona, | .... | .... | .... | .... | 398,465 |
| Easton and South Easton, | 107,244 | 140,679 | 163,587 | 169,981 | 151,230 |
| Empire, | 2,360,505 | 2,442,448 | 2,681,473 | 2,931,102 | 3,642,974 |
| Erie City, | 248,035 | 265,177 | 306,931 | 317,972 | 336,931 |
| Federal Street and Pleasant Valley, | 1 092,584 | 1,261,943 | 1,388,756 | 1,608,040 | 1,601,157 |
| Frankford and Southwark, | 7,706,698 | 8,103,291 | 8,553,907 | 9,509,207 | 9,186,168 |
| Germantown, | 11,071,082 | 12.088,819 | 10,167,849 | .... | *a* |
| Green and Coates Streets, Philadelphia, | 3,099,366 | 3,405,350 | 2,348,744 | .... | *a* |
| Harrisburg City, | 255,952 | 241,324 | 316,201 | 367,243 | 408,615 |
| Hestonville, Mantua and Fairmount, | 4,686,416 | 4,828,214 | 4,609,954 | 1,687,840 | 4,673,736 |
| Johnstown, | .... | .... | .... | .... | 390,748 |
| Lombard and South Street, | 1,387,817 | 1,416,194 | 1,532,669 | 2,696,652 | 3,216,274 |
| People's Street, Luzerne county, | 258,223 | 337,272 | 387,830 | 475,471 | 603,815 |
| People's, Philadelphia, | 1,224,553 | 1,320,819 | 6,422,851 | 20,554,527 | 20,053,497 |
| Perkiomen Avenue, | .... | 189,092 | 278,037 | 372,073 | 377,526 |
| Philadelphia City, | 8,453,018 | 9,440,591 | 10,015,323 | 9,383,055 | 9,597,718 |
| Philadelphia and Darby, | .... | .... | .... | .... | *a* |
| Philadelphia and Gray's Ferry, | 2,276,352 | 2,411,668 | 2 474.798 | 2,684,496 | 2,834,623 |
| Pittsburgh, Allegheny and Manchester, | 2,557,247 | 2,857,172 | 2,974,168 | 3,219,197 | 3,301,226 |
| Pittsburgh and Birmingham, | 1,494,062 | 1,884,359 | 2,125,385 | 1,623,871 | 2,015,136 |
| Pittsburgh, Oakland and East Liberty, | 991,027 | 1,133,134 | 1,216,991 | 1,428,444 | 1,657,002 |
| Pittsburgh and West End, | .... | 998,195 | 755,323 | 848,192 | 891,054 |
| Pittsburgh Union, | .... | .... | .... | .... | 1,518,326 |
| Pittston, | 31,432 | 43,735 | 49,342 | .... | 80,982 |
| Reading City, | 190,894 | 250,498 | 298,891 | 331,289 | 352,175 |
| Ridge Avenue, Philadelphia, | 4,404,020 | 5,004,575 | 5,298,495 | 5,510,259 | 5,757,020 |

**COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers all classes carried in cars—Continued.**

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Schuylkill River, | . . . . . | . . . . . | . . . . . | . . . . . | *a* |
| Second and Third Streets, | 8,639,358 | 9,006,646 | 9,156,392 | 9,504,889 | 9,595,459 |
| Seventeenth and Nineteenth Streets, | . . . . . | . . . . . | . . . . . | . . . . . | *a* |
| South Side, | 463,067 | 522,459 | 425,100 | 681,493 | 586,092 |
| Stroudsburg, | . . . . . | 23,041 | 26,172 | 26,954 | 28,788 |
| Thirteenth and Fifteenth Streets, | 4,837,494 | 5,140,046 | 5,193,638 | 5,367,803 | 5,421,922 |
| Transverse, | . . . . . | . . . . . | . . . . . | 1,630,509 | 2,144,636 |
| Union, Philadelphia, | 10,835,419 | 20,053,880 | 20,960,569 | 21,864,841 | 22,741,228 |
| West Philladelphia, | 8,274,548 | 8,768,080 | 9,164,615 | 9,070,422 | 9,561,867 |
| Wilkes-Barre and Kingston, | 184,010 | 202,319 | 275,150 | 290,400 | 337,100 |
| Williamsport, | . . . . . | 333,475 | 432,837 | 458,642 | 484,355 |
| | 102,332,475 | 113,190,754 | 121,023,456 | 125,380,656 | 136,274,589 |

*a* Leased and included in report of lessee.

## COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Allentown, | $5,684 | 42 | $8,476 | 57 | $9,979 | 65 | $11,652 | 50 | $12,989 | 43 |
| Central, Pittsburgh, | 19,555 | 13 | 19,445 | 11 | 22,754 | 15 | 35,072 | 86 | 45,794 | 59 |
| Central, Reading, | 6,342 | 57 | | | | | | | | |
| Citizens', Philadelphia, | 174,107 | 32 | 196,372 | 39 | 224,425 | 18 | 244,659 | 59 | 225,307 | 45 |
| Citizens', Pittsburgh, | 88,815 | 15 | 93,534 | 75 | 121,165 | 94 | 135,247 | 15 | 147,561 | 28 |
| Coalville, | 3,624 | 62 | 4,875 | 88 | 5,472 | 83 | 6,432 | 83 | 5,749 | 81 |
| Continental, | 156,055 | 48 | | | | | | | *a* | |
| Chester, | | | | | | | | | 17,571 | 08 |
| City, Altoona, | | | | | | | | | 19,486 | 16 |
| Easton and South Easton, | 5,446 | 92 | 5,760 | 53 | 7,146 | 12 | 6,662 | 66 | 7,172 | 95 |
| Empire, | | | | | | | | | *a* | |
| Erie City, | 11,580 | 27 | 9,739 | 09 | 10,932 | 47 | 12,907 | 06 | 11,744 | 56 |
| Federal Street and Pleasant Valley, | 34,996 | 17 | 45,157 | 80 | 48,731 | 44 | 58,898 | 57 | 63,188 | 55 |
| Frankford and Southwark, | 298,583 | 90 | 279,527 | 82 | 298,600 | 44 | 316,644 | 87 | 300,680 | 46 |
| Germantown, | 268,978 | 32 | 284,167 | 55 | 263,158 | 82 | | | *a* | |
| Green and Coates Street, Philadelphia, | 94,313 | 91 | 101,408 | 22 | 76,803 | 18 | | | *a* | |
| Harrisburg City, | 11,565 | 70 | 12,677 | 34 | 16,619 | 74 | 17,734 | 55 | 15,697 | 17 |
| Hestonville, Mantua and Fairmount, | 188,504 | 38 | 197,313 | 75 | 209,055 | 49 | 203,031 | 52 | 215,689 | 65 |
| Johnstown, | | | | | | | | | 14,589 | 24 |
| Lombard and South Street, | 59,849 | 22 | 62,963 | 35 | 80,431 | 65 | 105,558 | 98 | 119,005 | 30 |
| Manayunk and Roxborough Inclined Plane, | 10,350 | 62 | | | | | | | | |
| People's Street, Luzerne County, | 16,150 | 36 | 21,584 | 98 | 29,875 | 25 | 27,372 | 21 | 38,932 | 41 |
| People's, Philadelphia, | 50,336 | 75 | 59,075 | 74 | 240,451 | 79 | 851,237 | 86 | 479,695 | 28 |
| Perkiomen Avenue, | | | 7,033 | 75 | 16,338 | 86 | 28,614 | 30 | 15,774 | 67 |
| Philadelphia City, | 315,686 | 57 | 323,948 | 56 | 373,937 | 47 | 350,712 | 68 | 342,638 | 62 |
| Philadelphia and Darby, | | | | | | | | | *a* | |
| Philadelphia and Gray's Ferry, | 80,414 | 81 | 84,149 | 50 | 96,646 | 08 | 91,620 | 81 | 93,058 | 52 |
| Pittsburgh, Allegheny and Manchester, | 65,651 | 31 | 89,923 | 45 | 102,367 | 90 | 119,492 | 19 | 116,418 | 17 |
| Pittsburgh and Birmingham, | 53,747 | 01 | 60,019 | 33 | 85,828 | 71 | 73,881 | 98 | 80,040 | 30 |
| Pittsburgh, Oakland and East Liberty, | 58,963 | 13 | 58,016 | 55 | 71,797 | 00 | 66,213 | 82 | 84,781 | 69 |
| Pittsburgh and West End, | | | 37,465 | 06 | 32,923 | 34 | 18,517 | 74 | 34,272 | 33 |
| Pittston, | 1,033 | 49 | 1,742 | 21 | 1,973 | 99 | | | 3,636 | 28 |

*a* Leased and included in report of lessee.

## COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburgh Union, | | | | | | | | | $63,446 | 99 |
| Reading City, | $12,110 | 74 | $13,431 | 90 | $14,968 | 75 | $17,432 | 48 | 16,090 | 10 |
| Ridge Avenue, Philadelphia, | 151,939 | 67 | 146,519 | 80 | 155,021 | 94 | 161,867 | 97 | 189,555 | 33 |
| Schuylkill River, | | | | | | | | | *a* | |
| Second and Third Streets, | 290,888 | 21 | 305,182 | 48 | 319,039 | 87 | 326,202 | 18 | 353,306 | 86 |
| Seventeenth and Nineteenth Streets, | 71,780 | 90 | | | | | | | *a* | |
| South Side, | 24,422 | 69 | 26,311 | 38 | 22,971 | 74 | 43,510 | 84 | 35,773 | 48 |
| Stroudsburg, | | | 2,511 | 57 | 2,723 | 63 | 3,027 | 21 | 3,095 | 27 |
| Thirteenth and Fifteenth Streets, | 170,878 | 80 | 184,839 | 28 | 179,849 | 37 | 191,004 | 22 | 203,507 | 26 |
| Transverse, | | | | | | | 82,161 | 89 | 92,746 | 88 |
| Union, Philadelphia, | 95,503 | 04 | 758,875 | 55 | 792,461 | 78 | 896,727 | 67 | 899,238 | 50 |
| West Philadelphia, | 346,741 | 13 | 333,969 | 83 | 370,657 | 68 | 336,000 | 34 | 354,303 | 77 |
| Wilkes-Barre and Kingston, | 11,002 | 61 | 12,604 | 08 | 14,790 | 50 | 14,973 | 00 | 18,896 | 67 |
| Williamsport, | 5,545 | 78 | 11,491 | 59 | 11,468 | 55 | 13,488 | 80 | 11,626 | 04 |
| Totals, | $3,281,551 | 08 | $3,741,045 | 82 | $4,543,170 | 80 | $4,868,563 | 33 | $4,753,263 | 10 |

*a* Leased and included in report of lessee.

## COMPARATIVE STATEMENT FOR FIVE YEARS - Receipts.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Allentown, | $7,308 | 33 | $8,497 | 63 | $12,175 | 03 | $14,787 | 34 | $13,954 | 77 |
| Bradford and Kendall, | | | | | 16,247 | 29 | | | | |
| Central, Pittsburgh, | 34,232 | 65 | 29,953 | 95 | 24,366 | 35 | 36,113 | 30 | 48,222 | 90 |
| Central, Reading, | 7,847 | 04 | | | | | | | | |
| Citizens', Philadelphia, | 312,350 | 70 | 330,835 | 08 | 362,555 | 54 | 407,642 | 52 | 437,027 | 54 |
| Citizens', Pittsburgh, | 147,834 | 51 | 225,128 | 67 | 210,610 | 41 | 186,990 | 25 | 200,687 | 65 |
| Coalville, | 5,491 | 75 | 6,871 | 54 | 7,952 | 99 | 9,062 | 71 | 9,126 | 20 |
| Continental, | 279,958 | 17 | 50,000 | 00 | 120,000 | 00 | | | *a* | |
| Chester, | | | | | | | | | 30,565 | 70 |
| City, Altoona, | | | | | | | | | 19,718 | 53 |
| Easton and South Easton, | 7,430 | 88 | 8,092 | 49 | 8,964 | 73 | 9,375 | 87 | 8,332 | 23 |
| Empire, | | | | | | | | | *a* | |
| Erie City, | 11,814 | 49 | 13,411 | 68 | 15,026 | 10 | 15,544 | 00 | 15,966 | 82 |
| Federal Street and Pleasant Valley, | 55,530 | 04 | 64,764 | 42 | 70,578 | 49 | 86,021 | 05 | 78,885 | 22 |
| Frankford and Southwark, | 436,168 | 77 | 456,389 | 00 | 481,492 | 66 | 534,800 | 44 | 519,145 | 07 |
| Germantown, | 451,890 | 99 | 497,089 | 51 | 443,150 | 68 | | | *a* | |
| Green and Coates Streets, Philadelphia, | 169,508 | 12 | 186,706 | 71 | 129,889 | 90 | 60,000 | 00 | 60,000 | 00 |
| Harrisburg City, | 14,986 | 12 | 31,341 | 18 | 34,163 | 20 | 37,431 | 68 | 23,868 | 79 |
| Hestonville, Mantua and Fairmount, | 350,061 | 76 | 261,806 | 20 | 272,437 | 24 | 268,033 | 09 | 259,009 | 10 |
| Johnstown, | | | | | | | | | 19,748 | 66 |
| Lombard and South Street. | 73,288 | 58 | 74,940 | 21 | 78,479 | 64 | 133,878 | 42 | 158,825 | 12 |
| Manayunk and Roxborough Inclined Plane, | 11,989 | 28 | | | | | | | | |
| People's Street, Luzerne County, | 19,410 | 20 | 25,305 | 11 | 29,875 | 25 | 35,426 | 55 | 43,941 | 87 |
| People's, Philadelphia, | 101,891 | 86 | 75,171 | 69 | 466,034 | 10 | 185,741 | 66 | 1,231,879 | 59 |
| Perkiomen Avenue, | | | 10,089 | 99 | 16,338 | 86 | 20,701 | 06 | 19,759 | 32 |
| Philadelphia City, | 471,849 | 99 | 525,479 | 57 | 566,477 | 31 | 524,569 | 12 | 534,674 | 00 |
| Philadelphia and Gray's Ferry, | 125,094 | 78 | 133,165 | 40 | 136,587 | 98 | 137,997 | 92 | 139,914 | 59 |
| Pittsburgh, Allegheny and Manchester, | 138,625 | 26 | 154,490 | 59 | 210,079 | 71 | 193,802 | 68 | 268,285 | 97 |
| Pittsburgh and Birmingham, | 74,284 | 38 | 94,755 | 19 | 105,451 | 80 | 81,733 | 31 | 101,280 | 85 |
| Pittsburgh, Oakland and East Liberty, | 66,038 | 35 | 74,448 | 75 | 78,169 | 75 | 88,398 | 85 | 100,897 | 82 |
| Pittsburgh and West End, | | | 53,840 | 37 | 40,152 | 35 | 45,240 | 70 | 47,350 | 34 |
| Pittston, | 1,515 | 15 | 2,160 | 78 | 3,457 | 14 | | | 4,305 | 22 |

*a* Leased and included in report of lessee.

## COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts—Continued.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburgh Union, | | | | | | | | | $80,152 | 73 |
| Reading City, | $11,804 | 56 | $17,720 | 55 | $19,290 | 63 | $29,558 | 13 | 33,990 | 11 |
| Ridge Avenue, Philadelphia, | 241,051 | 11 | 261,557 | 11 | 274,753 | 34 | 287,550 | 26 | 300,897 | 11 |
| Schuylkill River, | | | | | | | | | *a* | |
| Second and Third Streets, | 492,210 | 70 | 511,074 | 42 | 519,303 | 73 | 541,147 | 46 | 546,546 | 06 |
| Seventeenth and Nineteenth Streets, | 63,470 | 86 | 15,000 | 00 | 15,000 | 00 | | | 15,000 | 00 |
| South Side, | 23,279 | 97 | 26,558 | 67 | 21,860 | 50 | 36,623 | 95 | 32,974 | 50 |
| Stroudsburg, | | | 5,765 | 91 | 5,790 | 70 | 6,195 | 70 | 4,631 | 09 |
| Thirteenth and Fifteenth Streets, | 266,821 | 73 | 288,706 | 37 | 294,147 | 82 | 313,038 | 55 | 338,936 | 03 |
| Transverse, | | | | | | | 79,551 | 30 | 108,604 | 03 |
| Union, Philadelphia, | 665,436 | 48 | 1,172,515 | 70 | 1,229,523 | 85 | 1,302,133 | 87 | 1,350,341 | 56 |
| West Philadelphia, | 450,553 | 75 | 475,938 | 24 | 505,175 | 52 | 511,196 | 67 | 544,948 | 59 |
| Wilkes-Barre and Kingston, | 14,066 | 89 | 18,397 | 80 | 22,143 | 10 | 24,749 | 79 | 28,569 | 36 |
| Williamsport, | 5,146 | 13 | 15,375 | 70 | 16,819 | 54 | 20,551 | 78 | 22,212 | 67 |
| Total, | $5,594,751 | 09 | $6,163,392 | 23 | $6,858,319 | 22 | $7,268,343 | 00 | $7,803,207 | 71 |

*a* Leased and included in report of lessee.

## COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. | Killed. | Inj'd. |
| Allentown, | | 1 | | | | | | | | |
| Central, Pittsburgh, | | | | | | | | | | 2 |
| Citizens', Philadelphia, | 1 | | 3 | 3 | | 1 | 1 | 2 | | 2 |
| Citizens', Pittsburgh, | | | | | | 4 | 1 | 1 | 1 | 3 |
| Continental, | | 5 | | | | | | | | |
| Erie City, | | | 1 | | | | | | | |
| Federal Street and Pleasant Valley, | | | 1 | | 1 | 4 | | | | |
| Frankford and Southwark, | | 4 | 2 | 5 | | | 2 | 6 | | 4 |
| Harrisburg City, | | | | 1 | | | | | | |
| Hestonville, Mantua and Fairmount, | 1 | | 1 | 1 | 4 | 4 | | | 1 | 5 |
| Lombard and South Street, | 1 | | 1 | 1 | | 3 | 1 | 4 | 3 | |
| People's Street, Luzerne County, | | | | | | | | | 1 | |
| People's, Philadelphia, | | | | | 3 | 1 | | 16 | 1 | 28 |
| Perkiomen Avenue, | | | 1 | | 1 | | | | | |
| Philadelphia City, | | 3 | | 6 | 1 | 4 | 3 | 2 | 1 | 8 |
| Philadelphia and Gray's Ferry, | | | 1 | 1 | 1 | | | | | |
| Pittsburgh, Allegheny and Manchester, | 1 | | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 4 |
| Pittsburgh and Birmingham, | | 2 | | 1 | 1 | 1 | | | | 3 |
| Pittsburgh, Oakland and East Liberty, | | | | | | 2 | | | | |
| Pittsburgh and West End, | | | 2 | 1 | 1 | | | | | |
| Pittsburgh Union, | | | | | | | | | 1 | 3 |
| Reading City, | | 1 | | | | | | | | |
| Ridge Avenue, Philadelphia, | | | 1 | | 2 | | | | 1 | 2 |
| Second and Third Streets, | 2 | | 1 | | 1 | | | | 1 | 3 |
| Seventeenth and Nineteenth Streets, | | 1 | | | | | | | | |
| Thirteenth and Fifteenth Streets, | | | | | 1 | 2 | | | 1 | 2 |
| Transverse, | | | | | | | 1 | 1 | | |
| Union, Philadelphia, | | | | | | | | | 1 | 1 |
| West End, Philadelphia, | 1 | 4 | | | | | | | | |
| West Philadelphia, | | | | 10 | | | | | | |
| Wilkes-Barre and Kingston, | | | | | 1 | | | | 1 | |
| Williamsport, | | 1 | | | | | | | | |
| Totals, | 7 | 22 | 16 | 31 | 19 | 28 | 11 | 33 | 15 | 70 |

NOTE.—Companies omitted from this table have reported no accidents.

TABULATED RESULTS

# COMPILED FROM CANAL REPORTS.

## TABLE A.—STOCK AND DEBT.

| NAME OF COMPANY. | Capital stock as authorized by law. | | Total amount now paid in of capital stock. | | Total amount of funded debt. | | Total amount of floating debt. | | Total amount of funded and floating debt. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Delaware and Hudson, | Unlimited. | | $20,000,000 | 00 | $18,763,000 | 00 | . . . . . | | $18,763,000 | 00 |
| Delaware Division, | $2,400,000 | 00 | 1,633,350 | 00 | 800,000 | 00 | . . . . . | | 800,000 | 00 |
| Lehigh Coal and Navigation, | Unlimited. | | 11,441,850 | 00 | 12,489,229 | 84 | $970,000 | 00 | 13,459,229 | 84 |
| Monongahela Navigation, | Unlimited. | | 1,004,650 | 00 | 381,000 | 00 | *a* | | *b* 397,044 | 90 |
| Pennsylvania, | 5,000,000 | 00 | 4,501,200 | 00 | 2,872,000 | 00 | . . . . . | | 2,872,000 | 00 |
| Schuylkill.* | | | | | | | | | | |
| Schuylkill Navigation, | Unlimited. | | 3,977,362 | 00 | 8,519,283 | 36 | 212,352 | 42 | 8,731,635 | 78 |
| Susquehanna and Tide-Water.* | | | | | | | | | | |
| Susquehanna, | Unlimited. | | 2,002,746 | 00 | 2,899,310 | 58 | 374,580 | 27 | 3,273,890 | 85 |
| Union, | 2,907,850 | 00 | 2,907,850 | 00 | 3,000,000 | 00 | 138,000 | 00 | 3,138,000 | 00 |
| Total, | $10,307,850 | 00 | $47,469,008 | 00 | $49,743,823 | 78 | $1,694,932 | 69 | $51,434,800 | 47 |

*Leased to "Philadelphia and Reading Railroad Company." Stock and debt not reported. *a* The company report "none but the balances unpaid to contractors for new construction. The company have on hand a balance of refunded tonnage tax, besides which they owe $8,805 on coupons, $1,212 on dividends, and $6,027 90 to the State Treasurer for tax on capital stock for year 1883." *b* Exclusive of "the balances unpaid to contractors for new construction."

## TABLE B.—CHARACTERISTICS OF CANAL.

| NAME OF COMPANY. | Cost of canal and fixtures. | | Length of main line of the canal. | No. of branch or leased canals. | Width at top water line. | Width at bottom. | Depth of water. | No. of basins. | No. of locks. | No. of weigh locks. | No. of bridges. | No. of dams. | No. of miles of slack water. | No. of boats owned by the company. | Value of real estate held by the company exclusive of canal. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Delaware and Hudson, . . | $6,882,283 | 19 | 108 | . | 48 | 32 | 6 | . . | 132 | 2 | 136 | 40 | 3 | 704 | . . . | . . |
| Delaware Division, . . . . . | 2,433,350 | 00 | 60 | . | 44 | 26 | 6 | 4 | 33 | | 88 | | . | . . | $50,000 | 00 |
| Lehigh Coal and Navigation, . | c4,455,000 | 00 | 48 | 1 | 60 to 100 | 45 | 6 | 5 | 57 | 1 | 10 | 9 | 12 | 301 | 200,000 | 00 |
| Monongahela Navigation, . . . | 1,476,729 | 90 | 86 | . | . | . . | 5 and 6 | d7 | 10 | | . | 7 | 86 | 8 | 23,095 | 00 |
| Pennsylvania, . . . . . | e | | 324 | 2 | 45 to 60 | 30 to 40 | 4 to 6¼ | 60 | 135 | 3 | 467 | 19 | 11 | 288 | . . . . | . . |
| Schuylkill Navigation, . . . . | 12,496,645 | 36 | 108.23 | 1 | 60 to 300 | 40 & 45 | 6¼ | 19 | 71 | | 121 | 31 | 47.98 | 353 | . . . | |
| Susquehanna, . . . . . | 4,930,291 | 49 | 30 | . | 50 | 30 | 5½ | 2 | 43 | 1 | 18 | 4 | 2 | 6 | 230 | 69 |
| Tide-Water, . . . . . | | | 15 | | | | | | | | | | | | | |
| Union, . . . . . | 5,907,850 | 00 | 77.64 | 1 | 43 | 28 | 4½ | 8 | 93 | 2 | 73 | 16 | 5 | | . | |
| Total, . . . . . | $38,582,149 | 94 | 856.87 | 5 | . . . . | . . . | . . . | 105 | 574 | 9 | 923 | 126 | 174.98 | 1,660 | $273,125 | 69 |

*c* The company report "re-valued in 1872 at $3,000,000." *d* Pools. *e* See Auditor General's report for 1872, where under this head answer is made, "cannot say."

## TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

| NAME OF COMPANY. | TONNAGE. | | EXPENSES. | | | | | | RECEIPTS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. of tons of through freight on main line. | Gross amount of tonnage, including branches and leased canals. | Maintaining the canal or real estate of the corporation. | | Operating the canal. | | Total. | | Total. | |
| Delaware and Hudson, | 1,500,201 | . . . . . | $103,125 | 19 | $83,700 | 39 | $186,825 | 58 | $52,403 | 39 |
| Delaware Division, (Lehigh Coal and Navigation Company, lessee,) | . . . . | | | | | | | | | |
| Lehigh Coal and Navigation, | . . . . | 728,988 982/2000 | 74,783 | 98 | 133,606 | 19 | 208,390 | 17 | 2,321,440 | 87 |
| Monongahela Navigation, | . . . . . | . . | 44,409 | 62 | 41,864 | 50 | 86,274 | 12 | 281,449 | 90 |
| Muncy, | . . . . . | . . | . | | . | | . | | . | |
| Pennsylvania, | . | 808,311 | 176,545 | 32 | 27,226 | 43 | 203,771 | 75 | 388,389 | 40 |
| Schuylkill Navigation, | 738,487 | . . . . . | 124,319 | 04 | 67,443 | 87 | 191,792 | 91 | 548,284 | 13 |
| Susquehanna, Tide-Water, } Philadelphia and Reading R. R. Co., lessees. | 396,829 | . . | 33,644 | 65 | 15,753 | 95 | 49,400 | 60 | 69,685 | 93 |
| Union, | 312 | 28,878 | 7,308 | 00 | 11,368 | 31 | 18,676 | 31 | 19,287 | 74 |
| | 2,635,829 | 1,566,177 982/2000 | $564,165 | 80 | $380,963 | 64 | $925,131 | 44 | $3,680,941 | 36 |

## TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

| Name of Company. | Lumber. | Coal. | | Iron. | | Other iron or castings. | Iron and other ores. |
|---|---|---|---|---|---|---|---|
| | | Anthracite. | Bituminous. | Pig. | Railroad. | | |
| Delaware and Hudson, | 21,758 | 1,250,765 | 416 | *a*156 | 15 | . . . | . . . . . |
| Delaware Division.* | | | | | | | |
| Lehigh Coal and Navigation, | 39,834 553/2000 | 481,222 662/2000 | 2,895 520/2000 | 35,762 552/2000 | *a*1,473 1071/2000 | . . . . | 35,239 15/2000 |
| Monongahela Navigation.† | | | | | | | |
| Pennsylvania, | 133,243 | 568,592 | 1,204 | 315 | 4 | 64 | 31,921 |
| Schuylkill, | 22,452 | 634,412 | | 833 | . . . . | 263 | 523 |
| Susquehanna, | 21,660 | 322,353 | 804 | . . . | . . . | 15 | 461 |
| Union. | 4,669 1600/2000 | 11,876 | | . . . | . . | | . . |
| Totals, | 243,616 153/2000 | 3,269,220 662/2000 | 5,319 520/2000 | 2,066 552/2000 | 1,492 1071/2000 | 342 | 68,144 15/2000 |

*Leased to Lehigh Coal and Navigation Company, and included in its report. †See note at foot of Table D—Continued. *a* Including castings.

**TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.**

| NAME OF COMPANY. | Agricultural products. | Live stock. | Lime and limestone. | Manufactures and merchandise. | Other articles. | Total. |
|---|---|---|---|---|---|---|
| Delaware and Hudson, | 4,346 | . . . . . | 6,869 | 172,857 | 43,039 | 1,500,201 |
| Lehigh Coal and Navigation, | $15,050\frac{1766}{2000}$ | . . . . | $73,374\frac{1478}{2000}$ | $6,190\frac{125}{2000}$ | $37,945\frac{1240}{2000}$ | $728,988\frac{982}{2000}$ |
| Monongahela Navigation, (see note.) | | | | | | |
| Pennsylvania, | . . . . . | . . . . . | 32,971 | 121 | 39,876 | 808,311 |
| Schuylkill, | 221 | 3 | 14,868 | 11,898 | 53,014 | 738,487 |
| Susquehanna, | 7,738 | . . | 7,819 | 15,962 | 20,017 | 396,829 |
| Union, | . . . | | $12,030\frac{17}{2000}$ | . . | $301\frac{10}{2000}$ | $28,878\frac{3}{2000}$ |
| Total, | $12,355\frac{1766}{2000}$ | 3 | $147,931\frac{17}{2000}$ | $207,328\frac{125}{2000}$ | $194,192\frac{1250}{2000}$ | $3,201,694\frac{985}{2000}$ |

NOTE.—Monongahela Navigation Company reported the following freight carried during the year 1883: Coal, 108,487,800 bushels; coke, 3,907,589 bushels; lumber, 11,759,890 feet; timber, 3,635,624 feet; whisky, 5,719 barrels; pig-iron, 785 tons; iron-ore, 31,681 tons; fire-clay, 5,794 tons; steel rails, 43,946 tons; cinder, 450 tons; pit and other posts, 255,705; sheep, 7,537; hogs, 3,480; horses and cattle, 775; railroad ties, 57 000; brick, 1,806,164; staves, 135,000; wood, 32 cords; oil, 1,479 barrels; sand, 733,700 bushels; stone, 15,635 perches; classified freight, 35,179,470 pounds.

## COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Capital Stock paid in.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Delaware and Hudson, | $20,000,000 | 00 | $20,000,000 | 00 | $20,000,000 | 00 | $20,000,000 | 00 | $20,000,000 | 00 |
| Delaware Division, | 1,633,350 | 00 | 1,633,350 | 00 | 1,633,350 | 00 | 1,633,350 | 00 | 1,633,350 | 00 |
| Lehigh Coal and Navigation, | 11,204,250 | 00 | 10,259,250 | 00 | 10,328,350 | 00 | 11,206,900 | 00 | 11,441,850 | 00 |
| Monongahela Navigation, | 1,004,650 | 00 | 1,004,650 | 00 | 1,004,650 | 00 | 1,004,650 | 00 | 1,004,650 | 00 |
| Muncy, | 2,625 | 00 | . . | | . . | | . . | | . . | |
| Pennsylvania, | 4,485,765 | 00 | 4,501,200 | 00 | 4,501,200 | 00 | 4,501,200 | 00 | 4,501,200 | 00 |
| Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee,) | 4,068,786 | 00 | 4,060,086 | 00 | 4,050,636 | 00 | 3,980,762 | 00 | 3,977,362 | 00 |
| Susquehanna, (Philadelphia and Reading Railroad Company, lessee,) | 2,002,746 | 00 | 2,002,746 | 00 | 2,002,746 | 00 | 2,002,746 | 00 | 2,002,746 | 00 |
| Union, | 2,907,850 | 00 | 2,907,850 | 00 | 2,907,850 | 00 | 2,907,850 | 00 | 2,907,850 | 00 |
| Total, | $47,309,872 | 00 | $46,369,132 | 00 | $46,428,780 | 00 | $47,237,458 | 00 | $47,469,008 | 00 |

## COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Funded and Floating Debt.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Delaware and Hudson, | $19,837,000 | 00 | $19,837,000 | 00 | $19,837,000 | 00 | $18,763,000 | 00 | $18,763,000 | 00 |
| Delaware Division, | 800,000 | 00 | 800,000 | 00 | 800,000 | 00 | 800,000 | 00 | 800,000 | 00 |
| Lehigh Coal and Navigation, | 15,565,151 | 00 | 16,640,870 | 11 | 16,379,782 | 60 | 13,582,041 | 84 | 13,459,229 | 84 |
| Monongahela Navigation, | 84,000 | 00 | 84,000 | 00 | 84,000 | 00 | 334,000 | 00 | 397,146 | 90 |
| Pennsylvania, | 3,035,000 | 00 | 2,960,000 | 00 | 2,940,000 | 00 | 2,926,000 | 00 | 2,872,000 | 00 |
| Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,) | 8,667,802 | 34 | 8,662,070 | 27 | 8,666,117 | 27 | 8,675,946 | 00 | 8,731,635 | 78 |
| Susquehanna and Tide-Water, (Philadelphia and Reading railroad, lessee,) | 3,026,650 | 88 | 3,085,215 | 18 | 3,147,381 | 35 | 3,249,643 | 75 | 3,273,890 | 85 |
| Union, | 3,075,000 | 00 | 3,093,000 | 00 | 3,109,500 | 00 | 3,125,200 | 00 | 3,128,000 | 00 |
| Total, | $54,090,604 | 22 | $55,162,155 | 56 | $54,963,781 | 22 | $51,455,831 | 59 | $51,424,902 | 47 |

## COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Canal and Fixtures.

| NAME OF COMPANY. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Delaware and Hudson, | $6,883,817 | 69 | $6,899,955 | 08 | $6,905,550 | 17 | $6,339,210 | 49 | $6,339,210 | 49 |
| Delaware Division, | 2,433,350 | 00 | 2,433,350 | 00 | 2,433,350 | 00 | 2,433,350 | 00 | 2,433,350 | 00 |
| Lehigh Coal and Navigation, | 4,455,000 | 00 | 4,455,000 | 00 | 4,455,000 | 00 | 4,455,000 | 00 | 4,455,000 | 00 |
| Monongahela Navigation, | 1,115,452 | 00 | 1,115,452 | 00 | 1,120,100 | 20 | 1,315,873 | 90 | 1,476,729 | 90 |
| Muncy, | 7,077 | 15 | . . . . . | | . . . . . | | . . . . . | | . . . . . | |
| Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,) | 12,622,305 | 86 | 12,580,461 | 36 | 12,571,011 | 36 | 12,500,216 | 36 | 12,496,643 | 36 |
| Susquehanna, (Philadelphia and Reading railroad, lessee,) | 4,930,593 | 54 | 4,930,704 | 83 | 4,929,974 | 40 | 4,929,974 | 40 | 4,930,291 | 49 |
| Union, | 5,907,850 | 00 | 5,907,850 | 00 | 5,907,850 | 00 | 5,907,850 | 00 | 5,907,850 | 00 |
| Total, | $38,355,446 | 24 | $38,322,773 | 27 | $38,322,836 | 13 | $37,881,475 | 15 | $38,039,075 | 24 |

## COMPARATIVE STATEMENT FOR FIVE YEARS.—Gross Amount of Tonnage.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| Delaware and Hudson, | 1,423,335 | 1,329,313 | 1,590,266 | 1,594,947 | 1,500,201 |
| Lehigh Coal and Navigation, | 747,315 | 719,338 | 702,714 | $678.894\frac{25}{2000}$ | $728,988\frac{982}{2000}$ |
| Monongahela Navigation, | . . . . | . . . . . | . . . . . | 3,970,200 | . . . . . |
| Muncy, | 3,835 | . . . . . | . . . . . | . . . . . | . . . . . |
| Pennsylvania, | 806,522 | 861,798 | 905,095 | 874,952 | 808,311 |
| Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,) | 1,111,160 | 706,066 | 783,148 | 707,757 | 738,487 |
| Susquehanna, (Philadelphia and Reading railroad, lessee,) | 371,625 | 382,295 | 346,257 | 386,650 | 396,829 |
| Union, | 29,663 | 29,853 | 23,316 | 26,251 | $28,878\frac{3}{2000}$ |
| Total, | 4,493,455 | 4,028,663 | 4,350,796 | $8,239,651\frac{38}{2000}$ | $4,201,694\frac{985}{2000}$ |

**COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses Maintaining and Operating the Canal.**

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Delaware and Hudson, | $291,425 | 56 | $184,271 | 73 | $184,148 | 01 | $178,917 | 42 | $186,825 | 58 |
| Delaware Division.* | | | | | | | | | | |
| Lehigh Coal and Navigation, | 235,628 | 92 | 247,604 | 51 | 276,271 | 16 | 239,764 | 22 | 208,390 | 17 |
| Monongahela Navigation, | 59,848 | 27 | 59,585 | 01 | 117,374 | 77 | 80,534 | 94 | 86,374 | 12 |
| Muncy, | 19 | 46 | | | | | | | | |
| Pennsylvania, | 174,843 | 31 | 177,826 | 32 | 262,611 | 76 | 253,740 | 39 | 203,771 | 75 |
| Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,) | 146,698 | 88 | 165,733 | 27 | 167,570 | 89 | 199,797 | 52 | 191,792 | 91 |
| Susquehanna, (Philadelphia and Reading railroad, lessee,) | 36,408 | 08 | 35,693 | 43 | 45,632 | 55 | 46,309 | 85 | 15,753 | 95 |
| Union, | 16,251 | 02 | 22,495 | 91 | 23,130 | 50 | 21,980 | 96 | 18,676 | 31 |
| Total, | $963,123 | 50 | $893,210 | 18 | $1,076,739 | 64 | $1,021,045 | 33 | $911,584 | 79 |

**COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.**

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Delaware and Hudson, | $41,025 | 73 | $39,500 | 61 | $54,588 | 53 | $60,007 | 52 | $52,403 | 39 |
| Delaware Division.* | | | | | | | | | | |
| Lehigh Coal and Navigation, | 1,300,610 | 33 | 1,731,843 | 00 | 2,031,633 | 20 | 2,076,619 | 80 | 2,321,440 | 87 |
| Monongahela Navigation, | 217,641 | 08 | 236,929 | 19 | 216,908 | 10 | 271,991 | 25 | 281,449 | 90 |
| Muncy, | 75 | 41 | | | | | | | | |
| Pennsylvania, | 282,767 | 49 | 368,769 | 90 | 360,251 | 91 | 371,466 | 53 | 388,389 | 40 |
| Schuylkill Navigati n, (Philadelphia and Reading railroad, lessee,) | 466,000 | 65 | 573,133 | 07 | 583,727 | 01 | 518,687 | 75 | 548,284 | 13 |
| Susquehanna, (Philadelphia and Reading railroad, lessee,) | 44,718 | 73 | 53,630 | 47 | 59,999 | 45 | 65,801 | 07 | 69,685 | 93 |
| Union, | 25,684 | 06 | 26,996 | 98 | 25,705 | 92 | 22,365 | 34 | 19,287 | 74 |
| Total, | $2,378,523 | 48 | $3,030,803 | 22 | $3,332,814 | 12 | $3,386,939 | 26 | $3,680,941 | 33 |

*Included in report of Lehigh Coal and Navigation Company, lessee.

# TELEPHONE COMPANIES.

# REPORTS OF TELEPHONE COMPANIES.

The following telephone companies have reported to this Department:

*Central Pennsylvania.*—Capital stock authorized by law, $500,000; capital paid in, $199,800; cost of line and equipment, $135,657 50; dividends, April 10, 1883, five per cent.; October 13, 1883, six per cent. No debt reported. Earnings, $56,485 91; expenses, $36,392 88. Stations at Williamsport, Lock Haven, Renovo, Driftwood, Bellefonte, Altoona, Huntingdon, Lewistown, Philipsburg, Clearfield, Milton, Bloomsburg, and Shamokin. Total number of circuits, 651; miles of wire, 942; number of employés, 45; subscribers, 1,264. Rate per month—for residence, $3; for business place, $3, $4, and $5.

*Delaware and Atlantic.*—Capital stock, debt, cost, dividends, receipts, and expenses not reported. Stations at Phœnixville, Conshohocken, Pottstown, Norristown, Media, West Chester, Darby, Chester, Coatesville, and Bristol. Total number of circuits, 286; miles of wire, 252½; number of employés, 14; subscribers, 296. Rate per month—for residence, $3 and $3 33; for business place, $4, $4 17, $4 33, and $5 50.

*New York and Pennsylvania.*—Capital stock authorized by law, $1,000,000; capital paid in, $1,000,000. Debt, cost, receipts, and expenses not reported. Dividends, April 10, 1883, one and a half per cent.; July 10, 1883, one and a half per cent.; October 10, 1883, one and a half per cent. Balance to credit of surplus account, available for dividends, $12,647 04. Stations at Bradford, Corry, Towanda, Troy, Warren, and Westfield. Total number of circuits, 391; miles of wire, 410½; number of employés, 30; subscribers, 542. Rate per month—for residence, $2 50, $3, $3 50, $4, $4 17, and $5.

*Pennsylvania.*—Capital stock authorized by law, $600,000; capital paid in, $600,000. No debt or cost of line and equipment, or receipts or expenses, reported. Dividends, April 10, 1883, two per cent.; July 10, 1883, two per cent.; October 10, 1883, two per cent., and an extra dividend of two per cent. Stations at Harrisburg, Carlisle, Lancaster, York, Columbia, Hanover, Reading, Pottsville, Lebanon, Allentown, Bethlehem, Easton, Mauch Chunk, and Hackettstown. Total number of circuits, 966; miles of wire, 1,788½; number of employés, 68; subscribers, 1,749. Rate per month—for residence, $3 33; for business place, $4 and $4 17.

*Williamsport and North Branch.*—Capital stock authorized by law, $3,000; capital paid in, $1,475; cost of line and equipment, $1,475. Extends from Hughesville, Lycoming county, to Laporte, Sullivan county, twenty-two miles. Lines leased to the Williamsport and North Branch Railroad Company, which pays a dividend of eight per cent. per annum as rental. The first dividend was paid November 1, 1883. There are five stations on the entire line, but none of them are named in the company's report except the two above-mentioned. Length of wire, twenty-two miles. Number of circuits, persons employed, subscribers, and rates not reported.

TABULATED RESULTS

# COMPILED FROM TELEGRAPH REPORTS.

## TABLE A.—STOCK AND DEBT.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount paid in as by last report. | Total amount now paid of capital stock. | Total amount of floating and funded debt. | Rate per cent. of interest on funded debt. | Rate per cent. of dividends. |
|---|---|---|---|---|---|---|
| Atlantic and Ohio, | $650,000 00 | $650,000 00 | $650,000 00 | . . . . . | . . . . | 10 per cent. |
| American District, | 400,000 00 | 400,000 00 | 400,000 00 | $17,552 76 | 5 | None. |
| Delaware and Atlantic Telegraph and Telephone Company,* | . . . . . | . . . . . | . . . . . | . . . . . | . . . . . | . . . . . |
| New York and Pennsylvania Telephone and Telegraph Company, | 1,000,000 00 | . . . . . | 1,000,000 00 | † | . . . . . | 4½ per cent. |
| Pacific and Atlantic, | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | None. | . . . . . | . . . . . |
| Philadelphia Local, | 400,000 00 | 400,000 00 | 400,000 00 | † | . . . . . | 13 per cent. |
| Philadelphia, Reading and Pottsville, | 50,000 00 | 20,000 00 | 20,000 00 | 200,000 00 | 6 | 100 per cent. |
| Rockhill, | 3,000 00 | 300 00 | 300 00 | 4,220 13 | . . . . . | † |
| Western Union, | 80,000,000 00 | 80,000,000 00 | 80,000,000 00 | 6,214,456 00 | 6 and 7 | 7 per cent. |
| | $84,503,000 00 | $83,470,300 00 | $84,470,300 00 | $6,436,228 89 | . . . | . . . . . |

* Does not report either stock or debt. † None reported.

## TABLE B.—CHARACTERISTICS OF LINE.

| NAME OF COMPANY. | Cost of line and equipments. | | Length of main line in miles. | Length of main line in Pennsylvania. | Number of stations, entire line. | Number of stations in Pennsylvania. | Number of instruments in use, entire line. | Number of instruments in use in Pennsylvania. | Number of persons employed in maintaining and operating entire line. | | | Number of persons employed in maintaining and operating line in Pennsylvania. | | | Number of messages sent during the year, entire line. | Number of messages sent during the year in Pennsylvania. | Number of messages received during the year, entire line. | Number of messages received during the year in Pennsylvania. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Males. | Females. | Total. | Males. | Females. | Total. | | | | |
| Atlantic and Ohio.* | | | | | | | | | | | | | | | | | | |
| American District, . . . . | $400,012 | 82 | *a* 126 | 126 | 10 | 10 | 2,308 | 2,308 | . . . | . . . | . . . . | . . | . . . | 271 | *b* 219,073 | 219,073 | *c* 821,298 | 821,298 |
| Delaware and Atlantic Telegraph and Telephone Company.† | | | | | | | | | | | | | | | | | | |
| New York and Pennsylvania Telephone and Telegraph Company.† | | | | | | | | | | | | | | | | | | |
| Pacific and Atlantic.‡ | | | | | | | | | | | | | | | | | | |
| Philadelphia Local, . . . | 400,000 | 00 | 159 | 159 | 76 | 76 | 416 | 416 | 64 | 28 | 92 | 64 | 28 | 92 | 365,000 | 365,000 | 450,000 | 450,000 |
| Philadelphia, Reading and Pottsville, . . . . . | 252,948 | 49 | 101 | 363⅛ | 388 | 383 | 773 | 773 | 650 | 12 | 662 | 650 | 12 | 662 | 364,578 | 364,578 | . . . . . | . . . . . |
| Rockhill, . . . . . | 4,220 | 13 | 30 | 30 | 5 | 5 | 5 | 5 | 5 | . . | 5 | 5 | | 5 | 487 | 487 | 487 | 487 |
| Western Union, . . . . . | . . . . . | | 144 025.88 | 8,363 | 13,139 | 1,150 | 29,950 | . . . . | . . . | . . . | 21,828 | . . . | . . . | 1.400 | 40,000,000 | . . . | 40,000,000 | . . . . . |
| Total, . . . . . | 1,057,181 | 44 | 144,441.88 | 9,541⅛ | 13,613 | 1,624 | 33,452 | 3,502 | 719 | 40 | 22,587 | 719 | 40 | 2,430 | 40,949,138 | 949,138 | 41,271,785 | 1,271,785 |

*Gives none of these particulars. Leased to Western Union. †Does not report characteristics of telegraph lines. ‡Leased to Western Union. Questions not answered. *a* Consisting of short lines in Philadelphia. *b* Local messages transmitted, 26,478; messages handed to other lines for transmission, 192,595; total number handled, 219,073. *c* Received from other lines for delivery by messengers.

## TABLE C.—EXPENSES AND RECEIPTS.

| NAME OF COMPANY. | Gross expenses, entire line. | | Gross expenses in Pennsylvania. | | Gross receipts, entire line. | | Gross receipts in Pennsylvania. | |
|---|---|---|---|---|---|---|---|---|
| Atlantic and Ohio, | | | | | | | | |
| American District, | $107,939 | 02 | $107,939 | 02 | *a* $162,838 | 20 | $162,838 | 20 |
| Delaware and Atlantic Telegraph and Telephone Company, | * | | | | | | | |
| New York and Pennsylvania Telephone and Telegraph Company, | * | | | | | | | |
| Pacific and Atlantic, | | | | | | | | |
| Philadelphia Local, | 133,730 | 60 | 133,730 | 60 | 210,563 | 17 | 210,563 | 17 |
| Philadelphia. Reading and Pottsville, | 58,786 | 81 | 58,786 | 81 | 96,218 | 09 | 96,218 | 09 |
| Pennsylvania Telephone Company, | | | | | | | | |
| Rockhill, | *b* | | | | | | | |
| Western Union, | 12,928,963 | 14 | | | 19,573,994 | 12 | | |
| Total, | $13,229,419 | 57 | $300,456 | 43 | $20,043,613 | 58 | $469,619 | 46 |

*a* Including the amount received for other corporations and individuals as their agent. *b* Operated by "East Broad Top Railroad Company" and included in their report. * Does not report expenses or receipts.

## COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic and Ohio, | $650,000 | 00 | $650,000 | 00 | | | $650,000 | 00 | $650,000 | 00 |
| American District, | 400,000 | 00 | 400,000 | 00 | $400,000 | 00 | 400,000 | 00 | 400,000 | 00 |
| Pacific and Atlantic, | 2,000,000 | 00 | 2,000,000 | 00 | | | 2,000,000 | 00 | 2,000,000 | 00 |
| Philadelphia Local, | 400,000 | 00 | 400,000 | 00 | 400,000 | 00 | 400,000 | 00 | 400,000 | 00 |
| Philadelphia, Reading and Pottsville, | 20,000 | 00 | 20,000 | 00 | 20,000 | 00 | 20,000 | 00 | 20,000 | 00 |
| Pennsylvania Telephone, | | | | | | | | | 600,000 | 00 |
| Rockhill, | 300 | 00 | 300 | 00 | 300 | 00 | 300 | 00 | 300 | 00 |
| Western Union, | 41,073,410 | 00 | 41,073,410 | 00 | 80,000,000 | 00 | 80,000,000 | 00 | 80,000,000 | 00 |
| Total, | $44,543,710 | 00 | $44,543,710 | 00 | $80,820,300 | 00 | $83,470,300 | 00 | $84,070,300 | 00 |

## COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| American District, | $13,668 | 00 | $16,740 | 06 | $18,600 | 09 | $19,426 | 12 | $17,552 | 76 |
| Philadelphia, Reading and Pottsville, | 204,609 | 27 | 200,000 | 00 | 200,000 | 00 | 200,000 | 00 | 200,000 | 00 |
| Rockhill, | 4,220 | 13 | 4,520 | 13 | 4,220 | 13 | 4,220 | 13 | 4,220 | 13 |
| Western Union, | 6,255,280 | 00 | 6,254,308 | 00 | 6,244,102 | 00 | 6,234,382 | 00 | 6,214,456 | 00 |
| Total, | $6,477,777 | 40 | $6,475,568 | 19 | $6,466,922 | 22 | $6,458,028 | 25 | $6,436,228 | 89 |

## COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| American District, | 786,998 | 799,068 | 890,501 | 817,903 | 821,298 |
| Philadelphia Local, | 351,000 | 375,000 | 412,000 | 495,000 | 450,000 |
| Philadelphia, Reading and Pottsville, | 173,685 | 221,620 | 244,436 | 279,961 | Not reported. |
| Rockhill, | 304 | 445 | 527 | 592 | 487 |
| Total, | 1,212,291 | 1,396,578 | 1,547,988 | 1,594,048 | 1,274,048 |

## COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

| NAME OF COMPANY. | 1879. | 1880. | 1881. | 1882. | 1883. |
|---|---|---|---|---|---|
| American District, | 214,965 | 249,515 | 281,948 | 186,835 | 192,595 |
| Philadelphia Local, | 332,000 | 320,000 | 390,000 | 425,000 | 365,000 |
| Philadelphia, Reading and Pottsville, | 173,685 | 221,620 | 244,436 | 279,961 | 364,578 |
| Rockhill, | 304 | 445 | 527 | 592 | 487 |
| Total, | 720,954 | 791,580 | 916,911 | 892,388 | 932,660 |

## COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| American District, | $152,169 | 03 | $149,196 | 13 | $172,648 | 58 | $169,925 | 28 | $162,838 | 20 |
| Philadelphia Local, | 166,222 | 86 | 218,151 | 52 | 197,664 | 58 | 251,694 | 86 | 210,563 | 17 |
| Philadelphia, Reading and Pottsville, | 64,619 | 07 | 77,315 | 69 | 85,906 | 30 | 92,229 | 68 | 96,218 | 09 |
| Total, | $383,010 | 96 | $444,663 | 34 | $456,219 | 46 | $513,849 | 82 | $469,619 | 46 |

## COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

| Name of Company. | 1879. | | 1880. | | 1881. | | 1882. | | 1883. | |
|---|---|---|---|---|---|---|---|---|---|---|
| American District, | $94,559 | 63 | $101,895 | 16 | $106,853 | 80 | $106,074 | 10 | $107,939 | 02 |
| Philadelphia Local, | 166,222 | 86 | 193,208 | 58 | 170,635 | 32 | 196,007 | 12 | 133,730 | 60 |
| Philadelphia, Reading and Pottsville, | 47,100 | 09 | 56,155 | 04 | 53,615 | 30 | 56,470 | 88 | 58,786 | 81 |
| Total, | $307,882 | 58 | $351,258 | 78 | $331,104 | 42 | $358,552 | 10 | $300,456 | 43 |

# RAILROAD COMPANIES.

# REPORTS OF COMPANIES.

## *Addison and Northern Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas C. Platt, President, | New York city, N. Y. |
| George R. Blanchard, Vice President, | New York city, N. Y. |
| James E. Jones, Secretary, | Addison, N. Y. |
| William C. Sheldon, Treasurer, | New York city, N. Y. |
| W. E. Womelsdorf, Chief Engineer, | Addison, N. Y. |
| Frank M. Baker, General Superintendent, | Addison, N. Y. |

| *Directors.* | *Residences.* |
|---|---|
| Thomas C. Platt, | New York city, N. Y. |
| William C. Sheldon, | New York city, N. Y. |
| Henry P. De Graaf, | New York city, N. Y. |
| James D. Fish, | New York city, N. Y. |
| Roscoe Conkling, | New York city, N. Y. |
| George R. Blanchard, | New York city, N. Y. |
| Walter S. Gurnee, | New York city, N. Y. |
| Bird W. Spencer, | New York city, N. Y. |
| James E. Jones, | Addison, N. Y. |
| Richard G. Taylor, | Buffalo, N. Y. |
| Charles L. Pattison, | Elkland, Pa. |
| James Horton, | Westfield, Pa. |
| John W. Hammond, | Osceola, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Addison, N. Y., to Gaines, Pa., | 41 | 30.50 |
| **Branches.** | | |
| From Gurnee junction, Pa., to Gurnee, Pa., length of road, | 4.50 | 4.50 |

**ASSETS.**

| | | |
|---|---|---|
| Cost of road and equipment, | $482,665 | 69 |
| First mortgage bonds, | 241,000 | 00 |
| Stock, | 357,300 | 00 |
| Profit and loss, | 280,034 | 31 |
| | $1,361,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $600,000 | 00 |
| Funded debt, | 600,000 | 00 |
| Unfunded debt, | 161,000 | 00 |
| | $1,361,000 | 00 |

## *Allegheny Valley.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John Scott, President, | Pittsburgh, Pa. |
| Thomas R. Robinson, Secretary and Treasurer, | Pittsburgh, Pa. |
| Hampton & Dalzell, General Solicitors, | Pittsburgh, Pa. |
| T. F. Brown, Auditor, | Pittsburgh, Pa. |
| E. H. Utley, General Freight and Passenger Agent, | Pittsburgh, Pa. |
| David McCargo, General Superintendent, | Pittsburgh, Pa. |
| C. B. Price, Division Superintendent, | Pittsburgh, Pa. |
| A. A. Jackson, Division Superintendent, | Reynoldsville, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| John Scott, | Pittsburgh, Pa. |
| D. A. Stewart, | Pittsburgh, Pa. |
| B. F. Jones, | Pittsburgh, Pa. |
| George B. Roberts, | Philadelphia, Pa. |
| A. J. Cassatt, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |
| H. M. Phillips, | Philadelphia, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penna. |
|---|---|---|
| Length of main line, from Pittsburgh to Oil City and Driftwood, | 242 | 242 |
| Length of single track, | 230 | 230 |
| Length of second main track, | 12 | 12 |
| **Branches.** | | |
| Sligo branch, from Sligo Junction to Sligo, Length of road, | 10½ | 10½ |
| Sligo branch, from Sligo Junction to Sligo, Length of single track, | 10½ | 10½ |
| Plum Creek branch, from Verona to Coal Works, Length of road, | 7 | 7 |
| Plum Creek branch, from Verona to Coal Works, Length of single track, | 7 | 7 |

**ASSETS.**

| | | |
|---|---|---|
| Cost of construction, | $21,683,452 | 77 |
| Cost of equipment, | 2,366,087 | 53 |
| Value of shop and roadway material, | 123,425 | 27 |
| Cash on hand and in transit, | 159,689 | 43 |
| Balance due from railroad companies, | 90,596 | 10 |
| Balance due from station agents and conductors, | 21,720 | 44 |
| Balance due from individuals and firms, | 8,732 | 40 |
| Claims in suit, | 266,875 | 91 |
| Balance likely to be charged to profit and loss, | 121,621 | 37 |
| Stock in Brady's Bend bridge—cost, | 30,000 | 00 |
| Stock in Buffalo and South-Western Railroad Company, | 100,000 | 00 |
| Balance to debit of profit and loss, | 7,603,203 | 94 |
| | $32,575,405 | 16 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, 43,330 shares, | $2,166,500 | 00 |
| First mortgage bonds, River division, | 4,000,000 | 00 |
| First mortgage bonds, Low Grade division, | 10,000,000 | 00 |
| Second mortgage bonds, Low Grade division, | 2,600,000 | 00 |
| Income bonds, | 9,374,100 | 00 |
| Bonds and mortgages on real estate, | 161,443 | 97 |
| Due railroad companies in current account, | 7,622 | 06 |
| Accounts and bills payable current, | 149,884 | 03 |
| Guarantee coupons purchased by Pennsylvania Railroad Company, | 3,961,195 | 00 |
| Interest on bonds accrued, due July 1 and October 1, 1883, | 78,177 | 00 |
| Supended debt due individuals, payable in income bonds, | 45,382 | 43 |
| Balance due contributing companies, payable in income bonds, | 2,074 | 77 |
| Orders for income bonds and scrip issued in part payment of interest on income bonds, | 29,025 | 90 |
| | $32,575,405 | 16 |

# *Allentown.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. A. Nicolls, President, | Reading. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors, elected January 14, 1884.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| George deB. Keim, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |
| Edward C. Knight, | Philadelphia. |
| Joseph B. Altemus, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Port Clinton to Allentown, | 35.8 | |
| Length of single main track laid, Topton to Kutztown, | 4 5 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $1,061,143 | 28 |
| Real estate, | 23,509 | 43 |
| Cash, | 44 | 94 |
| Sundry debits, | 5,252 | 10 |
| Profit and loss, income account, | 200,264 | 32 |
| | $1,290,214 | 07 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $1,268,884 | 47 |
| Unfunded debt, | 8,584 | 23 |
| Sundry credits, | 12,745 | 37 |
| | $1,290,214 | 07 |

## *Arnot and Pine Creek.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| L. H. Shattuck, President, | Blossburg, Pa. |
| D. S. Drake, Secretary and Treasurer, | Elmira, N. Y. |

| *Directors.* | *Residences.* |
|---|---|
| M. F. Elliott, | Wellsboro', Pa. |
| J. L. Higgins, | Arnot, Pa. |
| J. B. Niles, | Wellsboro', Pa. |
| T. E. Brown, | Hoytville, Pa. |
| T. C. Peck, | Blossburg, Pa. |
| J. C. Guthrie, | Elmira, N. Y. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Arnot to Morris, Pa., | 12 | 12 |
| Length of single track, | 12 | 12 |

## *Bachman Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| A. W. Eichelberger, President, | ——— |
| C. W. Forney, Secretary and Treasurer, | ——— |

General offices at Hanover, York county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Henry C. Schriver, | Hanover, Pa. |
| Joseph Althoff, | Hanover, Pa. |
| Stephen Keefer, | Hanover, Pa. |
| Joseph Dellone, (now deceased,) | Hanover, Pa. |
| Josiah W. Gitt, | Hanover, Pa. |
| Levi Dubs, | Summit, York county, Pa. |
| E. W. Heindel, | Green Ridge, York county, Pa. |
| Eli Wolfgang, | Green Ridge, York county, Pa. |
| P. R. Pyne, | Columbia, Pa. |
| Gerome L. Boyer, | Columbia, Pa. |
| A. K. Boyd, | Columbia, Pa. |
| Samuel Thomas, | Columbia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Valley junction to Maryland State line, | | 9 |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $112,494 | 13 |
| Due from agents, | 196 | 71 |
| Due from Hanover Junction, Hanover and Gettysburg Railroad Company, | 2,264 | 38 |
| Cash, | 997 | 36 |
| Profit and loss, | 12,820 | 52 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $66,792 | 31 |
| Bonds, | 45,000 | 00 |
| Bills payable, | 16,553 | 10 |
| Due on coupons, | 266 | 40 |

## *Bald Eagle Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| L. A. Mackey, President, | Lock Haven, Pa. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| G. B. Roberts, | Philadelphia. |
| A. G. Curtin, | Bellefonte. |
| J. N. DuBarry, | Philadelphia. |
| James Duffy, | Marietta, Pa. |
| Edmund Blanchard, | Bellefonte. |

| | |
|---|---|
| Strickland Kneass, | Philadelphia. |
| John P. Green, | Philadelphia. |
| John Irwin, junior, | Bellefonte. |
| C. A. Mayer, | Lock Haven. |
| Wistar Morris, | Philadelphia. |
| Edmund Smith, | Philadelphia. |
| James M. Gamble, | Williamsport. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Vail to Lock Haven, | 51.20 | 51.20 |
| Length of single main track, | 51.20 | 51.20 |
| **Branches.** | | |
| Bellefonte branch, from Milesburg to Bellefonte, Length of road, | 2.91 | 2.91 |
| Bellefonte branch, from Milesburg to Bellefonte, Length of single track, | 2.91 | 2.91 |
| Snow Shoe branch, from Snow Shoe Intersection to Perse, Length of road, | 22.30 | 22.30 |
| Snow Shoe branch, from Snow Shoe Intersection to Perse, Length of single track, | 22.30 | 22.30 |
| Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mines, Length of road, | 3.96 | 3.96 |
| Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mines, Length of single track, | 3.96 | 3.96 |

## *Baltimore and Cumberland Valley.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| I. N. Snively, President, | Waynesboro', Pa. |
| George J. Balsley, Secretary, | Waynesboro', Pa. |
| Joseph Price, Treasurer, | Waynesboro', Pa. |
| David Wills, General Solicitor, | Gettysburg. Pa. |

General offices at Waynesboro', Pa.

| *Directors.* | *Residences.* |
|---|---|
| I. N. Snively, | Waynesboro', Pa. |
| Joseph Price, | Waynesboro', Pa. |
| George J. Balsley, | Waynesboro', Pa. |
| Simon Lecron, | Waynesboro', Pa. |
| Daniel Hoover, | Waynesboro', Pa. |
| Jacob S. Good, | Midvale, Pa. |
| J. J. Miller, | Waynesboro', Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Maryland State line to Waynesboro', | 4.55 | 4.55 |

# *Baltimore and Cumberland Valley Extension.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| David Wills, President, | Gettysburg, Pa. |
| Thaddeus M. Mahon, Secretary, | Chambersburg, Pa. |
| Daniel J. Foley, Treasurer, | Baltimore, Md. |
| David Wills, General Solicitor, | Gettysburg, Pa. |
| J. M. Hood, Chief Engineer and General Manager, | Baltimore, Md. |

General offices at Chambersburg, Pa.

| *Directors.* | *Residences.* |
|---|---|
| J. M. Hood, | Baltimore, Md. |
| Alexander Rieman, | Baltimore, Md. |
| Daniel J. Foley, | Baltimore, Md. |
| C. W. Humrichouse, | Williamsport, Md. |
| W. L. Chambers, | Chambersburg, Pa. |
| J. P. Culbertson, | Chambersburg, Pa. |
| John W. McPherson, | Shippensburg, Pa. |
| George B. Cole, | Shippensburg, Pa. |
| David Wills, | Gettysburg, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Waynesboro', Pa., to Shippensburg, Pa., | 26.02 | 26.02 |

# *Baltimore and Philadelphia.*

*From January 1 to September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James B. Washington, President, | Allegheny City, Pa. |
| Robert Garrett, Vice President, | Baltimore, Md. |
| John C. Farra, Secretary, | Wilmington, Del. |
| William H. Ijams, Treasurer, | Baltimore, Md. |
| Samuel Spencer, General Manager, | Baltimore, Md. |
| David Connell, Superintendent, | Wilmington, Del. |

General offices at Wilmington, Del., and Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| James B. Washington, | Allegheny City, Pa. |
| Thomas M. King, | Pittsburgh, Pa. |
| John McCleave, | Pittsburgh, Pa. |
| Harry S. Burgesser, | Pittsburgh, Pa. |
| William S. Bissel, | Allegheny City, Pa. |
| Robert Garrett, | Baltimore, Md. |
| William M. Canby, | Wilmington, Del. |
| William Canby, | Wilmington, Del. |
| Victor Du Pont, | Wilmington, Del. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Proposed length of main line, from Philadelphia, Pa., to Maryland State line, in process of construction, | 36.55 | 15.36 |
| **Branches.** | | |
| From Wilmington, Del., to Landenburg, Pa., (being operated,) { Length of road, | 20 | 2.39 |
| { Length of single track, | 20 | 2.39 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, (D. W. R. R.,) | $277,807 | 11 |
| Materials on hand, | 1,189 | 46 |
| Cash, | 23,050 | 92 |
| Loan, | 1,775,000 | 00 |
| Due from other companies and individuals, | 1,782,935 | 04 |
| | $3,859,982 | 53 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, (D. W. R. R.,) | $3,800,000 | 00 |
| Due to other companies and individuals, | 4,340 | 28 |
| Profit and loss, | 55,642 | 25 |
| | $3,859,982 | 53 |

## *Bangor and Portland.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| C. Miller, President, | Blairstown, N. J. |
| George W. Mackey, Secretary, | Bangor, Pa. |
| John I. Miller, Treasurer, | Bangor, Pa. |
| George W. Mackey, General Solicitor, | Bangor, Pa. |
| E. G. Wise, Chief Engineer, | Bangor, Pa. |
| C. Miller, General Manager, | Blairstown, N. J. |
| Charles N. Miller, General Superintendent, | Bangor, Pa. |

General offices at Bangor, Northampton county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| C. Miller, | Blairstown, N. J. |
| George W. Mackey, | Bangor, Pa. |
| John I. Miller, | Portland, Pa. |
| Jonathan Moore, | Portland, Pa. |
| Joseph Bray, | East Bangor, Pa. |
| Dr. John Buzzard, | Bangor, Pa. |
| J. E. Long, | Bangor, Pa. |

| Main Line. | Whole length in Penn'a. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Portland to Nazareth, | 25 | 25 |
| Length of single main track, | 25 | 25 |

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, | $302,200 | 00 |
| Cash, | 58 | 25 |
| | $302,258 | 25 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $121,100 | 00 |
| Funded debt, | 181,100 | 00 |
| Profit, | 58 | 25 |
| | $302,258 | 25 |

## *Barclay Coal.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Edward M. Davis, President, | Chelton Hills. |
| J. Raymond Claghorn, Vice President, | Philadelphia. |
| Harvey Shaw, Secretary and Treasurer, | Norristown. |

General offices at 154 South Fourth street.

| *Directors.* | *Residences.* |
|---|---|
| I. V. Williamson, | Philadelphia. |
| J. Raymond Claghorn, | Philadelphia. |
| Edward Hoopes, | Philadelphia. |
| George M. Troutman, | Philadelphia. |
| Henry C. Davis, | Philadelphia. |
| William B. Warner, | Norristown. |

The Barclay Coal Company's railroad and coal mines are leased to the Towanda Coal Company.

## *Barclay—Towanda Coal Company, Lessee.*

*Year ending December 31, 1883.*

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Towanda to Barclay, | 16.23 | 16.23 |
| Length of single main track, | 16.23 | 16.23 |

## *Bedford and Bridgeport.*

*Year ending December 31, 1883.*

| *Offices, elected February 20, 1883.* | *Residences.* |
|---|---|
| John P. Green, President, | Philadelphia, Pa. |
| Albert Hewson, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| R. D. Barclay, | Philadelphia, Pa. |
| W. W. Barclay, | Bedford, Pa. |
| John Cessna, | Bedford, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| John G. Hartley, | Bedford, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| S. L. Russell, | Bedford, Pa. |
| N. Parker Shortridge, | Montgomery county, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| J. Price Wetherill, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line from Mount Dallas to Maryland State line, | 38.70 | 38.70 |
| Length of single main track, | 38.70 | 38.70 |
| **Branches.** | | |
| Dunning's Creek branch, from Dunning's Creek junction to Holderbaum, Length of road, | 10.50 | 10.50 |
| Length of single track, | 10.50 | 10.50 |

## *Beech Creek, Clearfield and South-Western.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William A. Wallace, President, | Clearfield, Clearfield county, Pa. |
| Cornelius Vanderbilt, Vice President, | New York city, N. Y. |
| William H. Brown, Secretary, | Lock Haven, Clinton county, Pa. |
| Cornelius Vanderbilt, Treasurer, | New York city, N. Y. |
| S. R. Peale, General Solicitor, | Lock Haven, Clinton county, Pa. |
| W. S. Nearing, Chief Engineer, | Jersey Shore, Lycoming county, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Cornelius Vanderbilt, | New York city, N. Y. |
| W. K. Vanderbilt, | New York city, N. Y. |
| James H. Rutter, | New York city, N. Y. |
| Chauncey M. Depew, | New York city, N. Y. |
| John G. Reading, | Philadelphia, Pa. |
| J. M. Gazzam, | Philadelphia, Pa. |
| S. R. Peale, | Lock Haven, Clinton county. |
| Daniel Beach, | Watkins, Schuyler county, N. Y. |
| L. A. Robertson, | ———, Wayne county, Pa. |
| W. S. Nearing, | Morris Run, Tioga county, Pa. |
| George H. Platt, | Kylertown, Clearfield county, Pa. |
| William H. Brown, | Lock Haven, Clinton county, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Jersey Shore to Ansonville, | 103 | 103 |
| Length of single main track, not yet completed, | 103 | 103 |

## *Bell's Gap.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles G. Berwind, President, | Philadelphia. |
| S. T. Billmeyer, Secretary, | Philadelphia. |
| J. G. Cassatt, Treasurer, | Philadelphia. |
| George W. Biddle, General Solicitor, | Philadelphia. |
| F. L. Faries, Chief Engineer, | Bellwood, Blair county, Pa. |
| R. G. Ford, General Manager and Superintendent, | Bellwood, Blair county, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| John H. Converse, | Philadelphia. |
| Joseph N. DuBarry, | Philadelphia. |
| Aaron Fries, | Philadelphia. |
| Frank S. Lewis, | Philadelphia. |
| John Reilly, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Bell's Mills to Irvona, | $25\frac{4}{10}$ | All. |
| Length of single main track, | $25\frac{4}{10}$ | All. |

**ASSETS.**

| | | |
|---|---|---|
| Railroad construction, | $961,293 | 82 |
| Real estate, | 37,975 | 45 |
| Locomotives, | 67,504 | 35 |
| Car account, | 11,422 | 46 |
| Amounts due the company, | 24,438 | 56 |
| Cash, | 97,492 | 01 |
| | $1,200,126 | 65 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $550,000 | 00 |
| Funded debt, | 550,000 | 00 |
| Due for wages, &c., for November, | 6,675 | 94 |
| Scrip dividend due January 1, 1884, | 52,500 | 00 |
| Profit and loss, | 40,950 | 71 |
| | $1,200,126 | 65 |

## *Bellefonte and Buffalo Run.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Edmund Blanchard, President, | Bellefonte, Pa. |
| J. L. Kurtz, Secretary and Treasurer, | Bellefonte, Pa. |
| E. & E. M. Blanchard, General Solicitors, | Bellefonte, Pa. |
| John A. Wilson, Chief Engineer, | Philadelphia. |

General offices at Bellefonte, Pa

| *Directors.* | *Residences.* |
|---|---|
| Hon. C. A. Mayer, | Lock Haven. |
| W. W. Rankin, | Lock Haven. |
| J. D. Shugert, | Bellefonte. |
| Frank McCoy, | Bellefonte. |
| J. L. Kurtz, | Bellefonte. |
| William H. Blair, | Bellefonte. |
| Edmund Blanchard, | Bellefonte. |

# *Berlin.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. B. Washington, President, | Pittsburgh, Pa. |
| Welty McCullogh, Secretary and Treasurer, | Greensburg, Pa. |
| Thomas M. King, General Superintendent, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Welty McCullogh, | Greensburg, Pa. |
| Robert Garrett, | Baltimore, Md. |
| Joshua G. Harvey, | Baltimore, Md. |
| W. H. Koontz, | Somerset, Pa. |
| S. A. Philson, | Berlin, Pa. |
| S. Philson, | Berlin, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Garrett to Berlin, | 8.7 | 8.7 |
| Length of single main track, | 8.7 | 8.7 |

# *Berlin Branch.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| A. W. Eichelberger, President, | Hanover, Pa. |
| A. W. Storm, Secretary, | East Berlin, Pa. |
| Jacob Resser, Treasurer, | East Berlin, Pa. |
| David Wills, General Solicitor, | Gettysburg, Pa. |
| Amos Weisensall, Track Boss, | Abbottstown, Pa. |

General offices at Abbottstown, Pa.

| *Directors.* | *Residences.* |
|---|---|
| A. W. Eichelberger, | Hanover, Pa. |
| Robert M. Wert, | Hanover, Pa. |
| Stephen Keefer, | Hanover, Pa. |
| Joseph Wolf, | Abbottstown, Pa. |
| William Bittinger, | Abbottstown, Pa. |

George W. Diehl, . . . . . East Berlin, Pa.
William S. Hildebrand, . . . . . East Berlin, Pa.
A. W. Storm, . . . . . East Berlin, Pa.
Robert N. Meisenhelder, . . . . . East Berlin, Pa.
Jacob Resser, . . . . . East Berlin, Pa.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Berlin Junction to East Berlin, . . . | 7 | |
| Length of single main track, . . . . . | 7 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, . . . . . | $76,676 | 19 |
| Cash, . . . . . | 576 | 45 |
| Note, . . . . . | 58 | 50 |
| Profit and loss, . . . . . | 10,749 | 64 |
| | $88,060 | 78 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, . . . . . | $43,192 | 32 |
| Funded debt, . . . . . | 38,300 | 00 |
| Unfunded debt, . . . . . | 4,810 | 06 |
| Debt for operating road, . . . . . | 1,758 | 40 |
| | $88,060 | 78 |

## *Bethlehem and Belvidere.*

*Year ending December 31, 1883.*

*Officers.* — *Residences.*

F. C. Yarnall, President, . . . . . Overbrook, Pa.
S. Shepherd, Secretary and Treasurer, . . . . . Philadelphia.

General offices at Philadelphia, No. 226 South Third street.

*Directors.* — *Residences.*

J. S. Harris, . . . . . Philadelphia.
E. W. Clark, . . . . . Philadelphia.
S. Shepherd, . . . . . Philadelphia.
E. W. Clark, junior, . . . . . Philadelphia.
C. F. Howell, . . . . . Philadelphia.
Charles Gibbons, junior, . . . . . Philadelphia.

## *Bradford.*

*Year ending September —, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. W. Jones, President, | Philadelphia, Pa. |
| Franklin S. Buell, Secretary and Treasurer, | Buffalo, N. Y. |
| C. E. Kimball, Assistant Secretary, | New York city. |

| *Directors.* | *Residences.* |
|---|---|
| J. W. Jones, | Philadelphia, Pa. |
| Isaac F. Seligman, | New York. |
| T. W. Seligman, | New York. |
| C. H. Clarke, | Philadelphia, Pa. |
| H. B. Tyler, | Philadelphia, Pa. |
| B. K. Jamison, | Philadelphia, Pa. |
| C. S. Carey, | Olean, N. Y. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Bradford, Pa., to junction with Kinzua railroad, | 14.00 | 14.00 |
| Length of single main track, | 14.00 | 14.00 |

## *Bradford, Bordell and Kinzua.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Col. John J. Carter, President, | Titusville, Pa. |
| Richard G. Taylor, Vice President, | Buffalo, N. Y. |
| John E. Ransom, Secretary, | Buffalo, N. Y. |
| Bird W. Spencer, Treasurer, | Passaic, N. J. |
| Stephen Little, Comptroller, | New York city. |
| B. C. Williams, General Manager, | Bradford, Pa. |

General offices at 21 Oil Exchange, Bradford, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Col. John J. Carter, | Titusville, Pa. |
| Richard G. Taylor, | Buffalo, N. Y. |
| Royal C. Vilas, | New York. |
| George R. Blanchard, | New York. |
| Bird W. Spencer, | Passaic, N. J. |
| Hiram G. Nalton, | Buffalo, N. Y. |
| H. F. Sweetser, | Titusville, Pa. |
| Hon. William W. Brown, | Bradford, Pa. |
| Alonzo I. Wilcox, | Bradford, Pa. |
| George L. Roberts, | Bradford, Pa. |
| George A. Eckbert, | Bradf rd, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Bradford, Pa., to Simpson, Pa., | | 15 | 15 |
| Length of single main track, | | 15 | 15 |
| **Branches.** | | | |
| Bordell branch, from Kinzua Junction to Rew City, | Length of road, | 1.93 | 1.93 |
| | Length of single track, | 1.93 | 1.93 |
| **Leased Roads.** | | | |
| Bradford, Bordell and Smethport railroad, from Simpson, Pa., to Smethport, Pa., | Length of road, | 11.45 | 11.45 |
| | Length of single track, | 11.45 | 11.45 |
| Rew City and Eldred railroad, from Rew City, Pa., to Eldred, Pa., | Length of road, | 12.16 | 12.16 |
| | Length of single track, | 12.16 | 12.16 |

**ASSETS.**

| | | | |
|---|---|---|---|
| Cost of road and equipment, | | $580,706 | 01 |
| Cash, | | 1,797 | 71 |
| Due from Rew City and Eldred Railroad Company, | | 112,726 | 65 |
| Due from other railroad companies: | | | |
| Tonawanda Valley and Cuba railroad, | $5,787 16 | | |
| Bradford, Eldred and Cuba railroad, | 7,818 58 | | |
| Bradford, Bordell and Smethport railroad, | 3,686 80 | | |
| Tonawanda Valley and Cuba railroad, loan, | 35,000 00 | | |
| | | 52,292 | 54 |
| Increase of capital stock, | | 250,000 | 00 |
| Due from individuals and companies on current accounts, | | 3,683 | 42 |
| Profit and loss, | | 18,101 | 00 |
| | | $1,019,307 | 33 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| Capital stock, | | $500,000 | 00 |
| First mortgage bonds, | | 498,000 | 00 |
| Unfunded debt: | | | |
| Vouchers, pay-rolls, &c., | $16,416 64 | | |
| Individuals, &c., on current accounts, | 4,890 69 | | |
| | | 21,307 | 33 |
| | | $1,019,307 | 33 |

## *Bradford, Bordell and Smethport.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Hon. W. W. Brown, President, | Bradford, Pa. |
| R. G. Taylor, Vice President, | Buffalo, N. Y. |
| John E. Ransom, Secretary, | Buffalo N. Y. |
| Bird W. Spencer, Treasurer, | Passaic, N. J. |

General offices at 21 Oil Exchange, Bradford. Pa.

| *Directors.* | *Residences.* |
|---|---|
| Royal C. Vilas, | New York city. |
| B. W. Spencer, | Passaic, N. J. |
| E. M. Clymer, | Reading, Pa. |
| Col. John J. Carter, | Titusville, Pa. |
| R. G. Taylor, | Buffalo, N. Y. |
| H. G. Nalton, | Buffalo, N. Y. |
| A. I. Wilcox, | Bradford, Pa. |
| Hon. W. W. Brown, | Bradford, Pa. |
| George A. Eckbert, | Bradford, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Simpson, Pa., to Smethport, Pa., | 11.45 | 11.45 |
| Length of single main track, | 11.45 | 11.45 |

## *Bradford, Eldred and Cuba.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Richard G. Taylor, President, | Buffalo, N. Y. |
| George R. Blanchard, Vice President, | New York city. |
| John E. Ransom, Secretary, | Buffalo, N. Y. |
| Bird W. Spencer, Treasurer, | Passaic, N. J. |
| Stephen Little, Comptroller, | New York city. |
| B. C. Williams, General Manager, | Bradford, Pa. |

General offices at 21 Cortlandt street, New York city.

| *Directors.* | *Residences.* |
|---|---|
| George R. Blanchard, | New York city. |
| Royal C. Vilas, | New York city. |
| Charles G. Barber, | New York city. |
| Edmund S. Bowen, | New York city. |
| Charles L. Atterbury, | New York city. |
| James D. Fish, | New York city. |
| Ferdinand Ward, | New York city. |
| Bird W. Spencer, | Passaic, N. J. |
| Richard G. Taylor, | Buffalo, N. Y. |
| Hiram G. Nalton, | Buffalo, N. Y. |
| Daniel O. Day, | Buffalo, N. Y. |
| John E. Ransom, | Buffalo, N. Y. |
| John J. Carter, | Titusville, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Cuba, N. Y., to State Line, at Ceres, | | 23.71 | |
| Length of single main track, | | 23.71 | |
| **Leased Roads.** | | | |
| Wellsville, Bolivar and Eldred, from Wellsville, N.Y., to Little Genesee, N. Y., | Length of road, | 20.62 | |
| | Length of single track, | 20.62 | |
| Bradford, Richburg and Cuba, from Eldred, Pa., to Ceres, Pa., | Length of road, | 9.36 | 5.74 |
| | Length of single track, | 9.36 | 5.74 |

**ASSETS.**

| | | |
|---|---|---|
| Cost of road and equipment, | $545,827 | 52 |
| Cash on hand, | 3,532 | 35 |
| Due from other companies: | | |
| Wellsville, Bolivar and Eldred railroad, $405,410 00 | | |
| Bradford, Richburg and Cuba railroad, 187,200 00 | | |
| | 592,610 | 00 |
| Due from individuals and companies on current accounts, | 19,323 | 98 |
| Profit and loss, | 4,195 | 23 |
| | $1,165,489 | 08 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $480,000 | 00 |
| Funded debt, | 560,000 | 00 |
| Unfunded debt, viz: | | |
| Notes and acceptances, $29,800 00 | | |
| Pay rolls and operating expenses, 4,213 44 | | |
| Due to other companies and individuals on current accounts, 31,737 64 | | |
| Loans, 51,038 00 | | |
| Interest on funded debt, 8,700 00 | 125,489 | 08 |
| | $1,165,489 | 08 |

## *Bradford, Richburg and Cuba.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Col. John J. Carter, President, | Titusville, Pa. |
| John A. Read, Secretary, | Los Angeles, Cal. |
| W. C. Warner, Treasurer. | Bradford, Pa. |

General offices at 21 Oil Exchange, Bradford, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Col. John J. Carter, | Titusville, Pa. |
| Hon. W. W. Brown, | Bradford, Pa. |

W. C. Warner, . . . . . Bradford, Pa.
Frederick E. Boden, . . . . . Bradford, Pa.
George L. Roberts, . . . . . Bradford, Pa.
George A. Eckbert, . . . . . Bradford, Pa.
John A. Read, . . . . . Los Angeles, Cal.
Alonzo I. Wilcox, . . . . . Bradford, Pa.
Thomas J. Powers, . . . . . Bradford, Pa.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Eldred, Pa., to the New York State line at Ceres, | 9.36 | 5.74 |
| Length of single main track, | 9.36 | 5.74 |

## *Brandy Camp.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| E. E. Willard, President, | Ridgway, Pa. |
| George R. Woodward, Secretary and Treasurer, | Ridgway, Pa. |
| Rufus Lucore, General Solicitor, | Ridgway, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| C. R. Earley, | Ridgway, Pa. |
| Andrew McKinney, | New York. |
| E. E. Willard, | Ridgway, Pa. |
| George R. Woodward, | Ridgway, Pa. |
| L. K. McKinney, | New York. |
| Frederick Schoening, | Ridgway, Pa. |
| Raymond Donnell, | New York. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Ridgway to Dagus mines, | 33 | 33 |
| **Branches.** | | |
| From Kyler's Corners to Daguscahonda railroad, length of road, | 4 | 4 |
| From near mouth of Brandy Camp to Daguscahonda railroad, near mouth of Shelvey run, length of road, | 6 | 6 |
| From Brockwayville to the Low Grade railroad, length of road, | 8 | 8 |

# *Brockwayville and Punxsutawney.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Walston H. Brown, President, | New York city, N. Y. |
| Frederick A. Brown, Vice President, | New York city, N. Y. |
| Thomas F. Wentworth, Secretary, | New York city, N. Y. |
| Frederick A. Brown, Treasurer, | New York city, N. Y. |
| Thomas F. Wentworth, General Solicitor, | New York city, N. Y. |
| William E. Hoyt, Chief Engineer, | Rochester, N. Y. |
| George E. Merchant, General Manager, | Rochester, N. Y. |
| ——— Gardner, General Superintendent, | ——— |
| ——— Jordan, Division Superintendent, | ——— |

General offices at 615 Walnut street, Philadelphia, and 20 Nassau street, New York.

| *Directors.* | *Residences.* |
|---|---|
| Frederick A. Brown, | New York city, N. Y. |
| Thomas F. Wentworth, | New York city, N. Y. |
| Herbert P. Brown, | New York city, N. Y. |
| Louis Mathey, | New York city, N. Y. |
| E. Greenough Platt, | Philadelphia, Pa. |
| Victor Guillon, | Philadelphia, Pa. |
| John Rodgers, | Philadelphia, Pa. |
| Robert D. Maxwell, | Philadelphia, Pa. |
| W. G. Platt, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Punxsutawney, Young township, to Snyder township, Jefferson county, Pa., terminus of road, | 25 | 25 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $250,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | 250,000 | 00 |

# *Buffalo, Bradford and Pittsburgh.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Samuel Hines, President, | —— |
| Augustus R. Macdonough, Secretary, | —— |
| Bird W. Spencer, Treasurer, | —— |
| *W. B. Coffin, Division Superintendent, | —— |

General offices at Bradford, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Samuel Hines, | Scranton, Pa. |
| Joseph H. Steell, | Scranton, Pa. |
| Willam A. May, | Scranton, Pa. |
| Abram K. Johnson, | Bradford, Pa. |
| Hugh J. Jewett, | New York city, N. Y. |
| Edmund S. Bowen, | New York city, N. Y. |
| Augustus R. Macdonough, | New York city, N. Y. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Carrolton, N. Y., to Gilesville, Pa., | 25.97 | 18.16 |
| Length of single main track, | 25.97 | 18.16 |

# *Buffalo, New York and Philadelphia.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. W. Jones, President, | Philadelphia, Pa. |
| C. H. Allen, First Vice President, | New York city. |
| A. N. Martin, Second Vice President, | New York city. |
| Joseph R. Trimble, Secretary, | Philadelphia, Pa. |
| F. S. Buell, Treasurer, | Buffalo, N. Y. |
| R. D. McCreary, Chief Engineer, | Oil City, Pa, |
| Oliver Watson, General Manager, | Buffalo, N. Y. |
| George S. Gatchell, General Superintendent, | Buffalo, N. Y. |
| Henry Dwyer, Division Superintendent, | Buffalo, N. Y. |
| E. H. Witter, Division Superintendent, | —— |
| R. M. Patterson, Division Superintendent, | —— |
| J. W. Watson, Division Superintendent, | —— |
| A. Vandivort, Division Superintendent, | —— |

General offices at Philadelphia and Buffalo, N. Y.

*Superintendent of Western Division of the New York, Lake Erie and Western railroad.

| *Directors.* | *Residences.* |
|---|---|
| J. W. Jones, | Philadelphia. |
| E. H. Clark, | Philadelphia. |
| E. A. Rollins, | Philadelphia. |
| B. K. Jamison, | Philadelphia. |
| A. N. Martin, | New York city. |
| C. H. Allen, | New York city. |
| E. L. Owen, | New York city. |
| J. N. Seligman, | New York city. |
| Bryce Gray, | New York city. |
| E. F. Winslow, | New York city. |
| B. C. Rumsey, | Buffalo, N. Y. |
| P. P. Pratt, | Buffalo, N. Y. |
| E. P. Beals, | Buffalo, N. Y. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, | 428.85 | 224.50 |
| **Leased Roads.** | | |
| Olean, Bradford and Warren, from Olean to State Line, length of road, | 12.53 | |
| Olean, Bradford and Warren, from State Line to Bradford, length of road, | 10.43 | 10.43 |
| Kendall and Eldred, from Eldred to Tarport, length of road, | 15 | 15 |
| Bradford railroad, from Bradford to Kinzua Intersection, length of road, | 14 | 14 |
| Kinzua railroad, from Kinzua Intersection to Kinzua, length of road, | 14 | 14 |
| McKean and Buffalo, from Larabees to Clermont, length of road, | 22.15 | 22.15 |
| Genesee Valley Canal railroad, from Hinsdale to Rochester, length of road, | 98.91 | |
| Rochester, New York and Pennsylvania, from Nunda Junction to Swain's, length of road, | 11.75 | |
| Mayville Extension, from Mayville to Chautauqua, length of road, | 3.50 | |
| Philadelphia and Erie, from Warren to Irvineton, length of road, | 5.80 | 5.80 |
| Lake Shore and Michigan Southern, from Oil City to Stoneboro', length of road, | 30 | 30 |

## ASSETS.

| | | | |
|---|---|---|---|
| Construction and equipment, | $30,949,583 80 | | |
| Real estate, | 1,053,263 30 | | |
| Leasehold estates, | 7,000,000 00 | | |
| Stocks and bonds owned by company, leased lines, | 4,657,300 00 | $43,660,147 | 10 |
| Deferred interest on car trusts, | | 535,017 | 64 |
| Bonds held in trust by United States Trust Company, | | 1,500,000 | 00 |
| Stocks and bonds owned by company, | $1,224,792 42 | | |
| Chautauqua Steamboat Company, | 18,133 70 | | |
| Bills receivable, | 41,120 53 | | |
| Cash, | 259,511 71 | | |
| Materials on hand, | 115,234 30 | | |
| Debts due to company, "incurred in current business," | 318,986 80 | | |
| Mayville Extension Railroad Company, | 19,803 49 | 1,997,582 | 95 |
| | | $47,692,747 | 69 |

E. and O. E., Buffalo, November 24, 1883, William L. Doyle, Auditor.

**LIABILITIES.**

| | | | | |
|---|---|---|---|---|
| Common stock, | | $13,750,000 00 | | |
| Preferred stock, | | 6,568,200 00 | | |
| Preferred stock scrip, | | 869 47 | | |
| | | | $20,319,069 | 47 |
| Warren and Franklin railroad first mortgage bonds, | $1,500,000 | | | |
| Oil creek railroad first mortgage bonds, | 573,000 | | | |
| Union and Titusville railroad first mortgage bonds, | 500,000 | | | |
| B., N.Y. and P. Ry. Co. first mortgage bonds, | 3,000,000 | | | |
| | | $5,573,000 00 | | |
| B., N. Y. and P. Ry. Co. second mortgage bonds, | | 1,000,000 00 | | |
| B., N. Y. and P. Ry. Co. consol mortgage bonds, | $7,000 000 | | | |
| P. T. and B. Ry. Co. consol mortgage bonds, | 900,000 | | | |
| | | 7,900,000 00 | | |
| B., P. and W. R. R. Co. general mortgage bonds, | | 4,027,000 00 | | |
| B., N. Y. and P. B. R. Co. first mortgage trust bonds, | | 2,800,000 00 | | |
| | | | 21,300,000 | 00 |
| Income, bonds, and scrip P., T. and B. Ry. Co., | | | 24,688 | 20 |
| Bonds and mortgages on real estate, | | | 398,554 | 00 |
| Car trusts, | | | 2,124,357 | 14 |
| Olean and Salamanca Railroad Company bonds assumed, (owned by company. | Included in bonds held in trust on debit side. | | 700,000 | 00 |
| North-Western Coal and Iron Co. bonds deposited with U. S. Trust Company, | Included in bonds held in trust on debit side. | | 300,000 | 00 |
| Temporary loans, to be funded into general mortgage bonds, | | $1,175,090 56 | | |
| Debts due by company, | | 34,202 92 | | |
| Pay-rolls, | | 107,607 16 | | |
| Vouchers, | | 281,315 58 | | |
| Appropriated for coal branches, | | 175,294 00 | | |
| Coupons due, not called for, | | 210,594 00 | | |
| Construction account G. V. Terminal railroad, | | 73,332 34 | | |
| | | | 2,057,436 | 56 |
| Dividend fund, | | | 138,754 | 00 |
| Profit and loss, | | | 329,888 | 32 |
| | | | $47,692,747 | 69 |

# *Catawissa.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| M. P. Hutchinson, President and Treasurer, | Philadelphia, Pa. |
| R. M. Elliott, Secretary, | Philadelphia, Pa. |

General offices at Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| I. V. Williamson, | Philadelphia, Pa. |
| Emmor Weaver, | Philadelphia, Pa. |
| Francis K. Shipper, | Philadelphia, Pa. |
| George C. Carson, | Philadelphia, Pa. |
| Joseph C. Harris, | Philadelphia, Pa. |
| John S. Graham, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Tamanend to Williamsport, | 94 | 94 |
| **Branches.** | | |
| Summit branch, from Summit Station to Silver Brook, length of road, | 4½ | 4½ |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $6,206,628 | 08 |
| Cash on hand, | 1,609 | 85 |
| | $6,208,237 | 93 |

**LIABILITIES.**

| | | |
|---|---|---|
| Preferred stock, | $2,200,000 | 00 |
| Second preferred stock, | 1,000,000 | 00 |
| Common stock, | 1,159,500 | 00 |
| First mortgage bonds, 1902, | 230,500 | 00 |
| First mortgage bonds, 1900, | 1,300,000 | 00 |
| Chattel mortgage bonds, 1900, | 24,500 | 00 |
| Chattel mortgage bonds, 1888–1889, | 185,350 | 00 |
| Construction bonds, 1917, | 62,000 | 00 |
| Profit and loss, | 46,387 | 93 |
| | $6,208,237 | 93 |

## *Catasauqua and Fogelsville.*

*Year ending September 29, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George T. Barns, President, | Philadelphia, Pa. |
| John Williams, Secretary and Treasurer, | Catasauqua, Pa. |
| C. W. Chapman, Chief Engineer and General Superintendent, | Catasauqua, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Samuel Thomas, | Catasauqua, Pa. |
| John T. Knight, | Easton, Pa. |
| Benjamin G. Clarke, | New York, N. Y. |
| Fisher Hazard, | Mauch Chunk, Pa. |
| Samuel Dickson, | Philadelphia, Pa. |
| Charles Stewart Wurts, | Philadelphia, Pa. |
| Charles E. Haven, | Philadelphia, Pa. |
| Daniel Runkle, | Phillipsburg, N. J. |
| John Thomas, | Hokendauqua, Pa. |
| Joseph Hunt, | Catasauqua, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Catasauqua to Rittenhouse Gap, | 20 | 20 |
| Length of single main track, | 25½ | 25½ |
| **Branches.** | | |
| Breinigsville branch, from Trexlertown to Lichty, length of single track, | 5½ | 5½ |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $658,335 | 59 |
| Materials on hand, | 5,913 | 55 |
| Bills receivable, cash, and ledger balances, | 175,620 | 10 |
| | $839,869 | 24 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $426,900 | 00 |
| Unfunded debt, | 138,000 | 00 |
| Bills payable, | 10,855 | 31 |
| Profit and loss, | 264,113 | 93 |
| | $839,869 | 24 |

## *Chartiers.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. B. Roberts, President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Alexander Biddle, | Philadelphia. |
| J. N. DuBarry, | Philadelphia. |
| S. M. Felton, | Philadelphia. |
| Strickland Kneass, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| N. Parker Shortridge, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Mansfield to Washington, | 22.76 | 22.76 |
| Length of single main track, | 22.76 | 22.76 |

## *Chester Creek.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| S. M. Felton, President, | Philadelphia. |
| William Ward, Secretary, | Chester, Pa. |
| Robert Craven, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Samuel M. Felton, | Philadelphia, Pa. |
| Isaac Hinckley, | Philadelphia, Pa. |
| David Woelpper, | Chadd's Ford, Pa. |
| Charles Warner, | Wilmington, Del. |
| Thomas Appleby, | Chester, Pa. |
| Amos Gartside, | Chester, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Lamokin to Wawa, | 7.14 | 7.14 |
| Length of single main track, | 7.14 | 7.14 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $457,100 | 00 |
| Deposit, | 886 | 00 |
| | $457,986 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $272,100 | 00 |
| Bonds, | 185,000 | 00 |
| Interest and dividends, | 516 | 00 |
| Account payable, | 370 | 00 |
| | $457,986 | 00 |

## *Chester Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John F. Gilpin, President, | Philadelphia. |
| William H. Holstein, Secretary and Treasurer, | Bridgeport, Montgomery county. |

| *Directors.* | *Residences.* |
|---|---|
| Franklin B. Gowen, | Philadelphia. |
| Coffin Colket, | Philadelphia. |
| J. B. Lippincott, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| Eckley B. Coxe, | Philadelphia. |
| William H. Holstein, | Bridgeport, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Bridgeport to Downingtown, | 21½ | 21½ |
| Length of single main track, | 21½ | 21½ |
| Length of second main track, | 2 | 2 |

## *Chester and Delaware River.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. A. Nicolls, | Reading. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| George deB. Keim, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| Edward C. Knight, | Philadelphia. |
| Joseph B. Altemus, | Philadelphia, |
| William Ward, | Chester. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Thurlow to Eddystone, Pa., | 4.39 | |
| Length of single main track, | 4.39 | |

## *Chestnut Hill.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William W. Colket, President, | Philadelphia, Pa. |
| William W. Stephens, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| William W. Colket, | Philadelphia, Pa. |
| Joseph Patterson, | Philadelphia, Pa. |
| William L. Schaffer, | Philadelphia, Pa. |
| F. B. Gowen, | Philadelphia, Pa. |
| E. H. Weil, | Philadelphia, Pa. |
| Coffin Colket, | Philadelphia, Pa. |
| A. E. Dougherty, | Philadelphia, Pa. |

W. S. Wilson, . . . . . Chester county, Pa.
Lewis Elkin, . . . . . Philadelphia, Pa.
H. A. Smith, . . . . . Philadelphia, Pa.
C. Howard Colket, . . . . . Philadelphia, Pa.
Joseph B. Townsend, . . . . . Philadelphia, Pa.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Germantown to Chestnut Hill, . . . | 4 1/8 | 4 1/8 |
| Length of single main track, . . . . . | 4 1/8 | 4 1/8 |

**ASSETS.**

| | | |
|---|---|---|
| Real estate account, . . . . . | $15,505 | 98 |
| Road account, . . . . . | 105,144 | 02 |
| Cash account, . . . . . | 165 | 00 |
| | $120,815 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, . . . . . | $120,650 | 00 |
| Dividends unpaid, . . . . . | 165 | 00 |
| | $120,815 | 00 |

## *Clarion, Mahoning and Pittsburgh.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| S. S. Jackson, President, . . . . . | Brookville, Pa. |
| Corydon Karr, Vice President, . . . . . | Buffalo, N. Y. |
| R. C. Winslow, Secretary, . . . . . | Punxsutawney, Pa. |
| C. Powell Karr, Assistant Secretary, . . . . . | Newark, N. J. |
| William H. Paulding, Treasurer, . . . . . | New York city. |
| George C. Hamilton, Chief Engineer, . . . . . | Warren, Pa. |
| Corydon Karr, General Manager, . . . . . | Buffalo, N. Y. |

| *Directors.* | *Residences.* |
|---|---|
| Rasselas Brown, . . . . . | Warren, Pa. |
| E. A. Litch, . . . . . | Brookville, Pa. |
| R. C. Winslow, . . . . . | Punxsutawney, Pa. |
| S. B. McElroy, . . . . . | Apollo, Pa. |
| M. P. Bush, . . . . . | Buffalo, N. Y. |
| J. H. Smith, . . . . . | Buffalo, N. Y. |
| F. H. Rockwell, . . . . . | Warren, Pa. |
| William M. Ralston, . . . . . | Elderton, Pa. |
| A. H. Fulton, . . . . . | West Lebanon. |
| J. F. Schœllkopf, . . . . . | Buffalo, N. Y. |
| Corydon Karr, . . . . . | Buffalo, N. Y. |
| William H. Paulding, . . . . . | New York city. |
| S. S. Jackson, . . . . . | Brookville, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from North Warren to Pittsburgh, as surveyed, | 150 | 150 |
| Length of single main track, | 150 | 150 |
| Length of second main track, | 30 | 30 |

## *Cleveland and Pittsburgh.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. McCullough, President, | Pittsburgh, Pa. |
| George A. Ingersoll, Secretary and Treasurer, | Cleveland, O. |

General offices at Cleveland, Ohio.

| *Directors.* | *Residences.* |
|---|---|
| J. N. McCullough, | Pittsburgh, Pa. |
| B. F. Jones, | Pittsburgh, Pa. |
| George B. Roberts, | Philadelphia, Pa. |
| William Bucknell, | Philadelphia, Pa. |
| Frederick Sturgess, | New York. |
| S. J. Tilden, | New York. |
| Charles Lanier, | New York. |
| W. C. Egleston, | New York. |
| E. A. Ferguson, | Cincinnati, O. |
| J. V. Painter, | Cleveland, O. |
| R. P. Ranney, | Cleveland, O. |
| James F. Clark, | Cleveland, O. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Cleveland to Rochester, Pa., and Yellow Creek to Bellaire, Ohio, | 166.57 | 15 |
| Length of single main track, | 162.85 | 15 |
| Length of second main track, | 3.72 | |
| **Branches.** | | |
| Tuscarawas Branch from Bayard to New Philadelphia, — Length of road, | 31.18 | |
| Tuscarawas Branch from Bayard to New Philadelphia, — Length of single track, | 31.18 | |
| **Leased Roads.** | | |
| Joint use of Pittsburgh, Fort Wayne and Chicago railway, from Rochester, Pa., to Pittsburgh, Pa., — Length of road, | 25.65 | 25.65 |
| Joint use of Pittsburgh, Fort Wayne and Chicago railway, from Rochester, Pa., to Pittsburgh, Pa., — Length of double track, | 25.65 | 25.65 |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $13,182,443 | 70 |
| Equipment account, | 3,521,470 | 37 |
| Machinery and tools, | 102,024 | 14 |
| Personal property, | 50,112 | 97 |
| Telegraph line, | 23,270 | 48 |
| Cash in hands of treasurer and at New York agency, | 289,265 | 52 |
| Due from railroads and individuals, | 7,416 | 99 |
| Pennsylvania Railroad Company, lessee, material account, | 261,210 | 66 |
| | $17,437,214 | 83 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| Capital stock, | $11,235,800 00 | | |
| Scrip issues, | 10,764 50 | | |
| | | $11,246,564 | 50 |
| Second mortgage bonds, | | 500 | 00 |
| Third mortgage bonds, | | 5,000 | 00 |
| Fourth mortgage bonds, | $1,096,000 00 | | |
| Fourth mortgage scrip, | 8,843 63 | | |
| | | 1,104,843 | 63 |
| Consolidated mortgage bonds of 1900, | $2,840,500 00 | | |
| Less sinking fund, | 489,500 00 | | |
| | | 2,351,000 | 00 |
| Construction and equipment bonds, | $1,936,000 00 | | |
| Less sinking fund, | 172,000 00 | | |
| | | 1,764,000 | 00 |
| Guarantee income account, balance under lease, | | 703,436 | 55 |
| Old income account balance, | | 13,631 | 67 |
| Investment account, United States bonds, | | 12,014 | 91 |
| Due and unpaid on dividends and coupons, | | 216,065 | 82 |
| Due to railroads and individuals, | | 19,692 | 10 |
| Pennsylvania Railroad Company, lessee, betterment account, | | 465 | 65 |
| | | $17,437,214 | 83 |

## *Clearfield, Chest Creek and Western.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. W. Seaman, President, | Tyrone, Pa. |
| Addison Cander, Secretary, | Williamsport, Pa. |
| C. LaRue Munson, Treasurer, | Williamsport, Pa. |

General offices at Williamsport, Pa.

| *Directors.* | *Residences.* |
|---|---|
| W. W. Seaman, | Tyrone, Pa. |
| C. LaRue Munson, | Williamsport, Pa. |
| Addison Cander, | Williamsport, Pa. |
| D. H. Merriman, | Williamsport, Pa. |
| Hugh L. White, | Williamsport, Pa. |
| Robert H. Munson, | Williamsport, Pa. |
| Delos S. Mahaffey, | Williamsport, Pa. |

## *Colebrookdale.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Joseph L. Bailey, President, | Pine Iron Works, Berks co., Pa. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| D. B. Boyer, | Boyertown, Berks co., Pa. |
| Nicholas Johnson, | Boyertown, Berks co., Pa. |
| J. Lowrie Bell, | Philadelphia. |
| William A. Church, | Philadelphia. |
| Albert Foster, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pottstown, Pa., to Barto, Pa., | 12.8 | |
| Length of single main track, | 12.8 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $657,379 | 77 |
| Real estate, | 14,108 | 07 |
| Bonds owned by company, | 13,300 | 00 |
| Cash, | 178 | 32 |
| Profit and loss income account, | 362,198 | 74 |
| | $1,047,164 | 90 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $297,215 | 00 |
| First mortgage bonds, | 600,000 | 00 |
| Unfunded debt, | 126,999 | 90 |
| Sundry coupons, | 4,950 | 00 |
| Coupons due December 1, 1883, (accrued,) | 18,000 | 00 |
| | $1,047,164 | 90 |

## *Columbia and Port Deposit.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Strickland Kneass, President, | Philadelphia, Pa. |
| James R. McClure, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at No. 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Jacob Tome, | Port Deposit, Md. |
| G. B. Roberts, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| Alexander Biddle, | Philadelphia, Pa. |
| N. P. Shortridge, | Wynnewood, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| Henry M. Phillips, | Philadelphia, Pa. |
| William J. Howard, | Philadelphia, Pa. |
| Henry D. Welsh, | Philadelphia, Pa. |
| J. P. Wetherill, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Columbia, Pa., to Port Deposit, Md., | 40.00 | 28.36 |
| Length of single main track, | 40.00 | 28.36 |

## *The Connecting.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. B. Roberts, President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Alexander Biddle, | Philadelphia. |
| J. N. DuBarry, | Philadelphia. |
| John P. Green, | Philadelphia. |
| Strickland Kneass, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| Edmund Smith, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Frankford junction to Mantua, | 6.75 | 6.75 |
| Length of second main track, | 6.75 | 6.75 |
| Length of third main track, | 5.81 | 5 81 |

## *Cornwall.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William Coleman Freeman, President, | Cornwall, Lebanon county, Pa. |
| J. P. Jackson, Secretary, | Cornwall, Lebanon county, Pa. |
| D. S. Hammond, Treasurer, | Lebanon, Lebanon county, Pa. |
| J. M. Havard, General Superintendent, | Lebanon, Lebanon county, Pa. |

General offices at Lebanon, Pa.

| *Directors.* | *Residences.* |
|---|---|
| William Coleman Freeman, | Cornwall, Lebanon county, Pa. |
| R. Percy Alden, | Cornwall, Lebanon county, Pa. |
| Edward Coleman Freeman, | Cornwall, Lebanon county, Pa. |
| J. P. Jackson, | Cornwall, Lebanon county, Pa. |
| D. S. Hammond, | Lebanon, Lebanon county, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Cornwall to West Lebanon, | 7.47 | |
| Length of single main track, | 7.47 | |
| Length of second main track, | 1.66 | |
| Length of branches and sidings, | 9.90 | |

**ASSETS.**

| | | |
|---|---|---|
| Equipment, | $116,024 | 69 |
| Real estate, | 44,315 | 60 |
| Construction, | 390,385 | 70 |
| Ledger balances, | 9,286 | 11 |
| | $560,012 | 10 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $300,000 | 00 |
| Toll account, | 242,324 | 47 |
| Ledger balances, | 17,687 | 63 |
| | $560,012 | 10 |

## *Corning, Cowanesque and Antrim.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George J. Magee, President, | Watkins, N. Y. |
| Daniel Beach, Vice President, Secretary, and Treasurer, | Watkins, N. Y. |
| Anton Hardt, Chief Engineer, | Corning, N. Y. |
| Alonzo H. Gorton, General Superintendent, | Corning, N. Y. |

General office at Watkins, N. Y.

| *Directors.* | *Residences.* |
|---|---|
| George J. Magee, | Watkins, N. Y. |
| Daniel Beach, | Watkins, N. Y. |
| John Lang, | Corning, N. Y. |
| Daniel C. Howell, | Bath, N. Y. |
| Alfred L. Edwards, | New York, N. Y. |
| Henry Sherwood, | Wellsboro', Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Corning, N. Y., to Antrim, Pa., | 53 | 37 36 |
| Length of single main track, | 53 | 37.36 |
| **Branches.** | | |
| Cowanesque Valley branch, from Lawrenceville to Harrison Valley, — Length of road, | 31.94 | 31.94 |
| Cowanesque Valley branch, from Lawrenceville to Harrison Valley, — Length of single track, | 31.94 | 31.94 |

**ASSETS.**

| | | |
|---|---|---|
| Corning, Cowanesque and Antrim railway, | $3,317,527 | 51 |
| Daniel Beach, treasurer, | 4,159 | 73 |
| Dividends, | 1,341,250 | 00 |
| Expenses, | 1,299 | 26 |
| Edwin Williams' contract, | 112 | 00 |
| | $4,664,348 | 50 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $2,000,000 | 00 |
| Corning, Cowanesque and Antrim railway debenture bonds, | 1,250,000 | 00 |
| Railway lease, | 1,414,250 | 00 |
| Interest, | 98 | 50 |
| | $4,664,348 | 50 |

## *Cumberland Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas B. Kennedy, President, | Chambersburg, Pa. |
| John Stewart, Vice President, | Chambersburg, Pa. |
| E. M. Biddle, Secretary and Treasurer, | Carlisle, Pa. |
| Chauncey Ives, Chief Engineer, | Chambersburg, Pa. |
| J. F. Boyd, General Superintendent, | Chambersburg, Pa. |

General offices at Chambersburg, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Thomas B. Kennedy, | Chambersburg, Pa. |
| Frederick Watts, | Carlisle, Pa. |
| Thomas A. Biddle, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| J. N. DuBarry, | Philadelphia. |
| A. J. Cassatt, | Philadelphia. |
| Edmund Smith, | Philadelphia. |
| George B. Roberts, | Philadelphia. |
| Strickland Kneass, | Philadelphia. |
| John Stewart, | Chambersburg. |
| Daniel O. Gehr, | Chambersburg. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Harrisburg to Potomac river, | | 82.2 | 68.3 |
| Length of single main track, | | 76.1 | 62.1 |
| Length of second main track, | | 6.1 | 6.1 |
| **Leased Roads.** | | | |
| Dillsburg and Mechanicsburg, from Dillsburg junction to Dillsburg, | Length of road, | 7.7 | 7.7 |
| | Length of single track, | 7.7 | 7.7 |
| Southern Pennsylvania Railroad and Mining Company, from South Penn. junction to Richmond, | Length of road, | 23.3 | 23.3 |
| | Length of single track, | 23.3 | 23.3 |
| Martinsburg and Potomac railroad, from Potomac river to Martinsburg, | Length of road, | 11.8 | |
| | Length of single track, | 11.8 | |

**ASSETS.**

| | | |
|---|---|---|
| Cost of road, equipment, and real estate, | $1,917,968 | 92 |
| Material on hand, | 41,814 | 14 |
| Balance of accounts, | 125,212 | 28 |
| Trustees of contingent fund, | 644,376 | 97 |
| Cash, | 74,917 | 93 |
| | $2,804,290 | 24 |

**LIABILITIES.**

| | | |
|---|---|---|
| First preferred stock, | $241,900 | 00 |
| Second preferred stock, | 243,000 | 00 |
| Common stock, | 1,292,950 | 00 |
| First mortgage bonds, | 161,000 | 00 |
| Second mortgage bonds, | 109,500 | 00 |
| Common bonds, | 81,800 | 00 |
| Dividends and interest due, | 47,872 | 20 |
| Profit and loss, | 626,268 | 04 |
| | $2,804,290 | 24 |

## *Danville and Shamokin.*

*Year ending December 31, 1883.*

| *Officers, elected January 14, 1884.* | *Residences.* |
|---|---|
| George deB. Keim, President, | Philadelphia. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, Philadelphia, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| I. V. Williamson, | — |
| Henry Lewis, | — |
| J. B. Altemus, | — |
| E. C. Knight, | — |
| Loring A. Robertson, | Middle Valley, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Danville, Pa., to Shamokin, | 19 | |
| Length of single main track laid, | About 100 yards. | |
| **Branches.** | | |
| Glendower branch, from main line to Groves Bros., Danville, Length of road, | About 250 yards. | |

## *Danville and Riverside.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Benjamin G. Welch, President, | Hughesville, Pa. |
| C. William Woddrop, Secretary, | Hughesville, Pa. |
| J. S. Bailey, Treasurer, | Hughesville, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Robert England, | Philadelphia city, Pa. |
| John H. Dye, | Philadelphia city, Pa. |
| Nathaniel Barr, | Philadelphia city, Pa. |
| Thomas B. Reeves, | Philadelphia city, Pa. |
| William J. Paul, | Philadelphia city, Pa. |
| T. N. Davis, | Philadelphia city, Pa. |

## *Delaware and Hudson Canal.*

*Year ending December 31, 1883.*

The railroads owned by this company, to which this report relates, extend from Nineveh, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of $17\frac{65}{100}$ miles, and from said line to a connection with the Jefferson railroad, a distance of $4\frac{36}{100}$ miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company hold under lease in Pennsylvania a railroad from Green Ridge to Mill Creek, a distance of $16\frac{69}{100}$ miles; also, a railroad about two miles in length, passing over what is known as the Plymouth and Wilkes-Barre bridge, thus making the number of miles of railroad owned in New York, to which this report relates, (exclusive of side tracks,) $17\frac{65}{100}$ miles, and in Pennsylvania, $77\frac{36}{100}$ miles, and the number of miles held under lease in Pennsylvania is $18\frac{69}{100}$ miles.

On the leased line, from Green Ridge to Mill Creek, there are $14\frac{85}{100}$ miles of double track, and on the line from Carbondale to Scranton there are $4\frac{29}{100}$ miles of double track. Sidings and other tracks not above enumerated, $44\frac{88}{100}$ miles in Pennsylvania, and $4\frac{5}{100}$ miles in New York; on the locomotive road and on the gravity road, $27\frac{73}{100}$ miles. Sidings, &c., all in Pennsylvania.

# *Delaware, Lackawanna and Western.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Samuel Sloan, President, | New York city. |
| Percy R. Pyne, Vice President, | New York city. |
| Frederick F. Chambers, Secretary, | New York city. |
| Frederick H. Gibbens, Treasurer, | New York city. |
| Moses Taylor Pyne, General Solicitor, | New York city. |
| James Archbald, Chief Engineer, | Scranton, Pa. |
| William F. Halstead, General Superintendent, | Scranton, Pa. |
| Garrett Bogart, Division Superintendent, | Scranton, Pa. |

General offices at 26 Exchange Place, New York city.

| *Directors.* | *Residences.* |
|---|---|
| John I. Blair, | Blairstown, N. J. |
| George Bliss, | New York city. |
| Percy R. Pyne, | New York city. |
| William Walter Phelps, | New York city. |
| Wilson G. Hunt, | New York city. |
| Benjamin G. Clarke, | Jersey City, N. J. |
| E. W. Holbrook, | New York city. |
| Elias S. Higgins, | New York city. |
| Jay Gould, | New Yerk city. |
| Sidney Dillon, | New York city. |
| Russell Sage, | New York city. |
| Edgar S. Auchineloss, | New York city. |
| Andrew T. McClintock, | Wilkes-Barre, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Delaware river to Pennsylvania and New York State line | | 114.61 | 114.61 |
| Length of second main track, | | 114.61 | 114.61 |
| Length of third main track, | | 1 | 1 |
| **Branches.** | | | |
| Lackawanna and Bloomsburg branch, from Scranton to Northumberland, | Length of road, | 80 | 80 |
| | Length of single track, | 58 | 58 |
| | Length of double track, | 22 | 22 |
| Winton branch, from Nay-Aug to Winton, | Length of road, | 7.50 | 7.50 |
| | Length of single track, | 7.50 | 7.50 |
| Keyser Valley branch, from junction with main line to Keyser Valley, | Length of road, | 5 | 5 |
| | Length of single track, | 5 | 5 |
| Storr's branch, from Winton junction to Storr's mine, | Length of road, | 2.80 | 2.80 |
| | Length of single track, | 2.80 | 2.80 |
| **Leased Roads.** | | | |
| New York, Lackawanna and Western railway, from State line, New York, to State line, New York, in township of Athens, county of Bradford, | Length of road, | 6.41 | 6.41 |
| | Length of double track, | 6.41 | 6.41 |

**ASSETS.**

| | | | |
|---|---|---|---|
| Cost of railroad and appurtenances, coal mines, and other property, | | $33,089,385 | 79 |
| Materials on hand at mines and in shops, | | 1,265,809 | 79 |
| Accounts and notes receivable, | $7,252,911 05 | | |
| Sundry stocks and bonds valued at | 6,503,851 57 | | |
| | | 13,756,762 | 62 |
| | | $48,111,958 | 20 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| Capital stock, | | $26,200,000 | 00 |
| Funded debt, | | 4,044,900 | 00 |
| Unfunded debt incurred for construction, equipment, etc., | | 7,104,923 | 91 |
| Surplus account, | $10,322,574 57 | | |
| Add renewal fund, | 439,559 72 | 10,762,134 | 29 |
| | | $48,111,958 | 20 |

## *Delaware River and Lancaster.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Robert Crane, President, | 212 South Fourth street, Philadelphia. |
| D. B. Case, Secretary, | Marietta, Pa. |
| Henry Carpenter, Treasurer, | Lancaster, Pa. |
| E. D. North, General Solicitor, | Lancaster, Pa. |
| E. F. Bartolet, Chief Engineer, | Phœnixville, Pa. |

General offices at 28 South Queen street and 49 North Duke street, Lancaster, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Robert Crane, | 212 South Fourth street, Philadelphia. |
| Henry Carpenter, | Lancaster, Pa. |
| R. M. Bolenius, | Lancaster, Pa. |
| J. K. Lineaweaver, | Columbia, Pa. |
| C. S. Kaufman, | Columbia, Pa. |
| D. B. Case, | Marietta, Pa. |
| Isaac W. Guldin, | Pughtown, Chester co., Pa. |
| Alexander Sellers, | Telford, Bucks co., Pa. |
| Samuel K. Cassel, | Moyerstown, Bucks co., Pa. |
| E. D. White, | Churchtown, Lancaster co., Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Lancaster to Delaware river, | 83 | 83 |
| Length of single main track, | 83 | 83 |
| Length of double main track, | 83 | 83 |

## *Dillsburg and Mechanicsburg.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Frederick Watts, President, | Carlisle, Pa. |
| E. M. Biddle, Secretary and Treasurer, | Carlisle, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Frederick Watts, | Carlisle. |
| E. M. Biddle, | Carlisle. |
| Henry G. Moser, | Mechanicsburg. |
| Thomas S. Bryson, | Mechanicsburg. |
| Henry McCormick, | Harrisburg. |
| Christian Bender, | Dillsburg. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Dillsburg to Mechanicsburg, | 7.7 | |

## *Driftwood and Western.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John P. Harlan, President, | Philadelphia. |
| H. B. Gill, Secretary, | ——— |
| H. A. Earley, Treasurer, | Williamsport. |
| Read Pettit, General Solicitor, | Philadelphia. |

General offices at 518 Walnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| John P. Harlan, | Philadelphia. |
| H. B. Gill, | ——— |
| John R. Pue, | Philadelphia. |
| James McCarron, | Philadelphia, |
| Charles C. Carman, | Philadelphia. |
| Franklin Roberts, | Philadelphia. |
| Horace Pettit, | Jenkintown. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Driftwood to Dent's Run, | 9 | 9 |

# *Dunkirk, Allegheny Valley and Pittsburgh.*

*Year ending September, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Edwin D. Worcester, President, | Albany, N. Y. |
| Dwight W. Pardee, Treasurer and Secretary, | New York. |
| William M. Lester, Local Treasurer and Auditor, | Dunkirk, N. Y. |
| Oscar W. Johnson, General Solicitor, | Fredonia, N. Y. |
| Darwin Thayer, General Superintendent, | Dunkirk, N. Y. |

General offices at Dunkirk, N. Y.

| *Directors.* | *Residences.* |
|---|---|
| William H. Vanderbilt, | New York. |
| William K. Vanderbilt, | New York. |
| Augustus Schell, | New York. |
| Samuel F. Barger, | New York. |
| Joseph Harker, | New York. |
| Chauncy M. Depew, | New York. |
| Henry R. Pierson, | Albany, N. Y. |
| Edwin D. Worcester, | Albany, N. Y. |
| Rasselas Brown, | Warren, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Dunkirk, N. Y., to Oil City, Pa., | 106.5 | 64.2 |
| Length of single main track laid, | 90.6 | 48.3 |

## ASSETS.

| | | |
|---|---|---|
| Construction, | $4,556,432 | 43 |
| Equipment, | 262,725 | 00 |
| Materials and supplies on hand, | 2,269 | 01 |
| Debts collectible, | 10,248 | 89 |
| Cash on hand, | 10,234 | 00 |
| | $4,841,909 | 33 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $1,300,000 | 00 |
| Funded debt, | 3,200,000 | 00 |
| Advance for construction account by lessee, | 180,495 | 45 |
| Due other roads and individual balances, | 34,919 | 99 |
| Profit and loss, | 126,493 | 89 |
| | $4,841,909 | 33 |

# *East Broad Top.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William A. Ingham, President, | Philadelphia. |
| Edward Roberts, junior, Vice President, | Philadelphia. |
| William B. Jacobs, Secretary and Treasurer, | Philadelphia. |
| A. W. Sims, Chief Engineer, General Manager, and General Superintendent, | Orbisonia, Pa. |

General offices at 320 Walnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Ario Pardee, | Hazleton, Pa. |
| George B. Markle, | Philadelphia. |
| Edward Roberts, junior, | Philadelphia. |
| Percival Roberts, | Philadelphia. |
| Edward R. Wood, | Philadelphia. |
| Franklin A. Comly, | Philadelphia. |
| Charles Hocker, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Mt. Union to Robertsdale, | 30 | 30 |
| Length of single main track, | 30 | 30 |

## ASSETS.

| | | |
|---|---|---|
| Construction, | $865,547 | 65 |
| Equipment, | 169,504 | 67 |
| Real estate, | 10,617 | 75 |
| Engine-houses, machine-shops, stations, and other buildings, | 51,754 | 88 |
| Rockhill Iron and Coal Company stock, | 90,360 | 00 |
| Stores, | 1,587 | 71 |
| Ledger balances, | 115,971 | 05 |
| Cash in bank and hands of agents, | 5,791 | 30 |
| Profit and loss, | 59,579 | 89 |
| | $1,370,714 | 90 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $815,602 | 57 |
| Mortgage bonds, | 500,000 | 00 |
| Unfunded debt, | 43,088 | 88 |
| Ledger balances, | 12,023 | 45 |
| | $1,370,714 | 90 |

## *East Brandywine and Waynesburg.*

*Year ending December 31, 1883.*

| *Officers,* | *Residences.* |
|---|---|
| John Cornoy, President, | Wallace, Pa. |
| James R. M'Clure, Secretary, and Treasurer, | Philadelphia, Pa. |

General offices at No. 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| William Morton, | Honeybrook, Pa. |
| T. M. Storb, | New Holland, Pa. |
| Amos Diller, | New Holland, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| B. F. Kinzer, | New Holland, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| S. M. Felton, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| James McClure, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| N. P. Shortridge, | Wynnewood, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Downingtown to New Holland, | 28.11 | 28.11 |
| Length of single main track, | 28.11 | 28.11 |

## *East Mahanoy.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. A. Nicolls, President, | Reading. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welsh, Treasurer, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors, elected January 14, 1884.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| George DeB. Keim, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| Edward C. Knight, | Philadelphia. |
| Joseph B. Altemus, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from East Mahanoy junction, Pa., to Waste House run, Pa., | 7.56 | |
| **Branches.** | | |
| Oak Hollow branch, length of road, | 1.48 | |
| North Mahanoy Colliery branch, length of road, | .24 | |
| Schuylkill Colliery branch, length of road, | .92 | |
| Hillside Colliery branch, length of road, | .40 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $391,950 | 00 |
| Real estate, | 600 | 00 |
| Cash, | 1,512 | 60 |
| | $394,062 | 60 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $392,550 | 00 |
| Dividends, | 7 | 50 |
| State taxes, | 1,177 | 65 |
| Sundry credits, | 327 | 45 |
| | $394,062 | 60 |

## *East Pennsylvania.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. A. Nicolls, President, | Reading. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors, elected January 14, 1884.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| George de B. Keim, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |
| Thomas Hart, junior, | Philadelphia. |
| Beauveau Borie, | Philadelphia. |
| Hiester Clymer, | Reading. |
| George D. Stitzel, | Reading. |
| Joseph L. Stichter, | Reading. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Reading to Allentown, | 36 | |
| Length of single main track, | 17.5 | |
| Length of second main track, | 18.5 | |

## *Ebensburg and Cresson.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| A. A. Barker, President, | Ebensburg, Pa. |
| Abel Lloyd, Secretary, | Ebensburg, Pa. |
| F. H. Barker, Treasurer, | Ebensburg, Pa. |
| John Scott, General Solicitor, | Philadelphia. |

Have no general offices; all meetings held in Ebensburg.

| *Directors.* | *Residences.* |
|---|---|
| Wistar Morris, | Philadelphia. |
| Henry B. Welsh, | Philadelphia. |
| N. P. Shortridge, | Philadelphia. |
| S. Kneass, | Philadelphia. |
| John P. Wetherill, | Philadelphia. |
| George Huntley, | Ebensburg, Pa. |
| Thomas Davis, | Ebensburg, Pa. |
| Edmund James, | Ebensburg, Pa. |
| Thomas Griffith, | Ebensburg, Pa. |
| Richard Jones, junior, | Ebensburg, Pa. |
| F. H. Barker, | Ebensburg, Pa. |
| Abel Lloyd, | Ebensburg, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Ebensburg to Cresson, | 11 | 11 |
| Length of single main track, | 11 | 11 |

## *Edgewood.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. H. Shoenberger, President, | ——— |
| Edward P. Loy, Secretary, | ——— |
| Thomas C. Dickson, Treasurer, | ——— |

| *Directors.* | *Residences.* |
|---|---|
| W. H. Shoenberger, | Cincinnati, Ohio. |
| Thomas C. Dickson, | Pittsburgh, Pa. |
| C. L. Fitzhugh, | Pittsburgh, Pa. |
| Robert Dickson, | Pittsburgh, Pa. |
| C. H. Armstrong,* | Pittsburgh, Pa. |

*Deceased.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Edgewood intersection to Hampton coal fields | 1 | |
| Length of single main track, | 1 | |

## *Elmira and Williamsport.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas Neilson, President, | Philadelphia, Pa. |
| Lewis P. Geiger, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 308 Walnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Thomas Kimber, | Richmond Hill, N. Y. |
| William Read Fisher, | Philadelphia, Pa. |
| Lewis P. Geiger, | Philadelphia, Pa. |
| Alexander Bacon, | Philadelphia, Pa. |
| William D. Neilson, | Philadelphia, Pa. |
| Bushrod W. Adams, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Williamsport, Pa., to Elmira, N. Y., | 75.5 | 69 |
| Length of single main track, | 75.5 | 69 |

### ASSETS.

| | | |
|---|---|---|
| Construction account, | $2,218,000 | 00 |
| Equipment, | 352,000 | 00 |
| Investment account, | 3,309 | 39 |
| Office furniture, | 298 | 44 |
| Cash and cash items, | 907 | 90 |
| | $2,574,515 | 73 |

### LIABILITIES.

| | | | |
|---|---|---|---|
| Capital—preferred stock, | $500,000 | 00 | |
| Capital—common stock, | 500,000 | 00 | |
| | | $1,000,000 | 00 |
| Mortgage bonds, | | 1,000,000 | 00 |
| Five per cent. bonds, | | 570,000 | 00 |
| Coupons, | | 35 | 00 |
| Profit and loss account, | | 4,480 | 73 |
| | | $2,574,515 | 73 |

# *Erie and Pittsburgh.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William L. Scott, President, | Erie, Pa. |
| Joseph McCarter, Vice President, | Erie, Pa. |
| William Brewster, Secretary and Treasurer, | Erie, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| William L. Scott, | Erie, Pa. |
| George B. Roberts, | Philadelphia, Pa. |
| Miton Courtright, | Erie, Pa. |
| Sidney T. Fairchild, | Cazenovia, N. Y. |
| Charles M. Reed, | Erie, Pa. |
| Joseph McCarter, | Erie, Pa. |
| William Brewster, | Erie, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from New Castle, to Girard, Pa., . . 81<br>Length of main line, from Dock junction to Erie Dock, Pa., 3.468 | | |
| Length of single main track, | 84.468 | All. |

## ASSETS.

| | | |
|---|---|---|
| Construction, | $3,180,937 | 26 |
| Equipment, | 1,895,725 | 18 |
| Real estate, | 8,675 | 00 |
| Cash, | 10,780 | 49 |
| Sundry securities, | 23,399 | 63 |
| Sundry accounts receivable, | 8,054 | 41 |
| Erie Extension canal, | 155,000 | 00 |
| Profit and loss, | 22,714 | 44 |
| | $5,305,286 | 41 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $1,998,400 | 00 |
| First mortgage bonds, | 200 | 00 |
| Second mortgage bonds, | 91,800 | 00 |
| Consolidated mortgage bonds, | 2,485,000 | 00 |
| Equipment mortgage bonds, | 685,000 | 00 |
| Unfunded or floating debt: | | |
| Bills payable, | 8,000 | 00 |
| Commonwealth of Pennsylvania, dividend taxes, | 8,743 | 00 |
| Accounts payable—sundry, | 6,257 | 37 |
| Accounts payable on account of construction, | 21,886 | 04 |
| | $5,305,286 | 41 |

# *Evergreen.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James Callery, President, | — |
| A. C. McCallum, Secretary, | — |
| H. D. Campbell, Assistant Treasurer, | — |
| M. Brown, Solicitor, | — |
| H. A. Schwanecke, Chief Engineer, | — |
| J. J. Saint, Division Superintendent, | — |

| *Directors.* | *Residences.* |
|---|---|
| James Callery, | Pittsburgh, P.a |
| A. G. Hatrey, | Pittsburgh, Pa. |
| A. C. McCallum, | Pittsburgh, Pa. |
| J. J. Gillespie, | Pittsburgh, Pa. |
| J. D. Callery, | Pittsburgh, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Bennetts to Evergreen, | 4 | 4 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $26,582 | 98 |
| Expenses, | 6,898 | 22 |
| | $33,481 | 20 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $25,000 | 00 |
| Earnings, | 3,335 | 16 |
| Open accounts, | 5,146 | 04 |
| | $33,481 | 20 |

# *Fayette County.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William Beeson, President, | Uniontown, Pa. |
| Jasper M. Thompson, Secretary and Treasurer, | Uniontown, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| William Beeson, | Uniontown, Pa. |
| Ewing Brownfield, | Uniontown, Pa. |
| C. S. Seaton, | Uniontown, Pa. |
| J. M. Thompson, | Uniontown, Pa. |
| Ellis B. Dawson, | Uniontown, Pa. |
| Daniel Kaine, | Uniontown, Pa. |
| John K. Ewing, | Uniontown, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Uniontown to Connellsville, | $12\frac{2}{3}$ | |
| Length of single main track, | $12\frac{2}{3}$ | |

## *Frankford and Holmesburg.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Andreas Hartel, President, | Holmesburg. |
| Joseph H. Brown, Secretary, | Holmesburg. |
| William Rowland, Treasurer, | Holmesburg. |

| *Directors.* | *Residences.* |
|---|---|
| Edmund Smith, | Philadelphia. |
| Presly Blakiston, | Philadelphia. |
| B. Frank Crispin, | Philadelphia. |
| Alfred Dungan, | Bustleton, Pa. |
| Jamison Lott, | Bustleton, Pa. |
| William Dedaker, | Bustleton, Pa. |
| Joseph M. Banes, | Bustleton, Pa. |
| Isaac Tomlinson, | Bustleton, Pa. |
| William Rowland, junior, | Holmesburg, Pa. |
| Joseph Hartel, | Holmesburg, Pa. |
| George S. Clark, | Holmesburg, Pa. |
| Joseph H. Brown, | Holmesburg, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Holmesburg Junction to Bustleton, | 4.16 | 4.16 |
| Length of single main track, | 4.16 | 4.16 |

## *Gettysburg and Harrisburg.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. C. Fuller, President, | — |
| J. M. Butler, Secretary and Treasurer, | — |
| A. E. Lehman, Chief Engineer, | — |
| W. H. Woodward, General Superintendent, | — |

| *Directors.* | *Residences.* |
|---|---|
| J. C. Fuller, | Philadelphia, Pa. |
| Jay Cooke, | Philadelphia, Pa. |
| Jay Cooke, Jr., | Philadelphia, Pa. |
| B. J. Woodward, | Philadelphia, Pa. |
| C. D. Barney, | Philadelphia, Pa. |
| Spencer Ervin, | Philadelphia, Pa. |
| J. M. Butler, | Philadelphia, Pa. |

## *Gold and Driftwood.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Asahel N. Cole, President, | Wellsville, N. Y. |
| R. E. Whiteley, Secretary, | Bradford, Pa. |
| T. L. Minier, Treasurer, | Elmira, N. Y. |
| Charles B. Earley, Assistant Treasurer, | Ridgway, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| A. N. Cole, | Wellsville, N. Y. |
| Alonzo I. Wilcox, | Bradford, Pa. |
| George H. Blackman, | Wellsville, N. Y. |
| Andrew J. Applebee, | Bradford, Pa. |
| Rufus Scott, | Wellsville, N. Y. |
| Richard E. Whiteley, | Bradford, Pa. |
| Isaac W. Fassett, | Wellsville, N. Y. |
| Arthur F. Allen, | Bradford, Pa. |
| Edwin C. Bradley, | Bradford, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Gold, Potter county, Pa., to Driftwood, Cameron county, Pa., | 55 | 55 |

# *Greenlick Narrow Gauge.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Daniel H. Pershing, President, | Stauffer's Station, Pa. |
| Nathaniel Miles, Secretary and Treasurer, | Scottdale, Pa. |
| D. H. Pershing, General Superintendent, | Stauffer's Station, Pa. |
| David White, Division Superintendent, | Scottdale, Pa. |

General offices at Scottdale, Westmoreland county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| D. H. Pershing, | Stauffer's Station, Pa. |
| William H. Everson, | Pittsburgh, Pa. |
| Edwin Miles, | Pittsburgh, Pa. |
| H. C. Frick, | Pittsburgh, Pa. |
| George A. Hogg, | Mt. Pleasant, Pa. |
| W. D. Mullen, | Mt. Pleasant, Pa. |
| C. L. Graff, | Scottdale, Pa. |
| Joseph R. Stauffer, | Scottdale, Pa. |
| George E. Hogg, | Brownsville, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Greenlick to Mt. Vernon mines, | 3.56 | 3.56 |

## ASSETS.

| | | |
|---|---|---|
| Construction, | $35,484 | 60 |
| Cash, | 71 | 04 |
| Accounts receivable, | 997 | 58 |
| | $36,553 | 22 |

## LIABILITIES.

| | | | |
|---|---|---|---|
| Capital stock, (certificates,) | $31,650 00 | | |
| Capital stock, ledger accounts, | 439 02 | | |
| | | $32,089 | 02 |
| Bills payable, | $1,698 71 | | |
| Accounts payable, | 891 91 | | |
| | | 2,590 | 62 |
| Profit and loss, | | 1,873 | 58 |
| | | $36,553 | 22 |

# *Hanover Junction, Hanover and Gettysburg.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| A. W. Eichelberger, President, | Hanover, Pa. |
| R. M. Wirt, Secretary, | Hanover, Pa. |
| R. A. Eichelberger, Treasurer, | Hanover, Pa. |
| D. A. Wills, General Solicitor, | Gettysburg, Pa. |
| J. J. Bingley, Chief Engineer, | Hanover, Pa. |
| H. D. Scott, General Superintendent, | Gettysburg, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Peter Flickinger, | Hanover, Pa. |
| S. Keefer, | Hanover, Pa. |
| William Grumbine, | Hanover, Pa. |
| R. Young, | Hanover, Pa. |
| H. A. Young, | Hanover, Pa. |
| R. M. Wirt, | Hanover, Pa. |
| M. Eichelberger, | Gettysburg, Pa. |
| D. Wills, | Gettysburg, Pa. |
| C. W. Slagle, | Baltimore, Md. |
| William Buehler, | Baltimore, Md. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Hanover Junction to Gettysburg, | 30 | 30 |
| Length of single main track, | 30 | 30 |

## ASSETS.

| | | |
|---|---|---|
| Cost of road, | $391,289 | 00 |
| Equipment, | 155,277 | 00 |
| Real estate, | 17,000 | 00 |
| Shares in other railroads, | 111,450 | 00 |
| Materials on hand, | 3,300 | 00 |
| Cash, | 12,112 | 00 |
| Bills receivable, | 33,316 | 00 |
| | $723,744 | 00 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $116,850 | 00 |
| Funded debt, | 208,000 | 00 |
| Balance due corporations, | 16,000 | 00 |
| Unclaimed dividends, | 1,154 | 50 |
| Profit and loss, | 381,739 | 50 |
| | $723,744 | 00 |

## *Hanover and York.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John S. Young, President, | Hanover, Pa. |
| E. G. Smyser, Vice Pressdent, | York, Pa. |
| Lewis Grove, Secretary, | Hanover, Pa. |
| John H. Alleman, Treasurer, | Hanover, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| George D. Klinefelter, | Hanover, Pa. |
| William Young, senior, | Hanover, Pa. |
| Isaac Loucks, | Hanover, Pa. |
| Samuel Bechtol, | Hanover, Pa. |
| William I. Young, | Hanover, Pa. |
| Vincent O. Bold, | McSherrystown, Pa. |
| Michael Schall, | York, Pa. |
| W. L. Small, | York, Pa. |
| E. G. Smyser, | York, Pa. |
| Henry Small, | York, Pa. |
| Harris Wilton, | Wrightsville, Pa. |
| P. H. Glatfelter, | Spring Forge, Pa. |

## *Harrisburg and Potomac.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Cary W. Ahl, President, | Boiling Springs, Pa. |
| Asbury Derland, Secretary, | Boiling Springs, Pa. |
| Thomas W. Ahl, Treasurer, | Boiling Springs, Pa. |
| Robert H. Middleton, General Superintendent, | Boiling Springs, Pa. |

General offices at Boiling Springs, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Daniel V. Ahl, | Newville, Pa. |
| Cary W. Ahl, | Boiling Springs, Pa. |
| Joshua Hunt, | Catasauqua, Pa. |
| John Moore, | Dickinson, Pa. |
| J. J. Dull, | Harrisburg, Pa. |
| A. M. Eichelberger, | Hanover, Pa. |
| Peter Loucks, | Bowmansdale, Pa. |
| L. W. Heiges, | York Springs, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Bowmansdale to Shippensburg, | | 32 | 32 |
| Length of single main track, | | 32 | 32 |
| **Branches.** | | | |
| Philadelphia and Reading ore branch, from main line to ore banks, | Length of road, | 2 | 2 |
| | Length of single track, | 2 | 2 |
| Peffer branch, from main line to Peffer bank, | Length of road, | .6 | .6 |
| | Length of single track, | .6 | .6 |
| Cleversburg branch, from Cleversburg Junction to No. 1 ore bank, | Length of road, | 2.9 | 2.9 |
| | Length of single track, | 2.9 | 2.9 |

## *Harrisburg, Portsmouth, Mt. Joy and Lancaster.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Edmund Smith, President, | Philadelphia. |
| Taber Ashton, Secretary and Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Edmund Smith, | Philadelphia. |
| G. B. Roberts, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| John M. Kennedy, | Philadelphia. |
| N. Parker Shortridge, | Philadelphia. |
| James Young, | Middletown, Pa. |
| Lewis Elkin, | Philadelphia. |
| A. J. Cassatt, | Philadelphia. |
| John P. Green, | Philadelphia. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Dillerville Junction to Market street, Harrisburg, | | 35.75 | 35.75 |
| Length of single main track, | | 25.59 | 25.59 |
| Length of second main track, | | 10.16 | 10.16 |
| Length of third main track, | | 2.75 | 2.75 |
| **Branches.** | | | |
| Columbia branch, from Columbia to branch intersection, | Length of road, | 18.15 | 18.15 |
| | Length of double track, | 18.15 | 18.15 |

## *Harrisburg and Western.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Robert H. Sayre, President, | South Bethlehem, Pa. |
| William T. Sanger, Secretary and Treasurer, | Harrisburg, Pa. |

General offices at Harrisburg, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Richard K. Sheldon, | Philadelphia, Pa. |
| William T. Sanger, | Harrisburg, Pa. |
| Frederick J. Grotevent, | Harrisburg, Pa. |
| George O. Morgan, | Pittsburgh, Pa. |
| George H. Kent, | New York city, N. Y. |
| Charles A. Pool, | New York city, N. Y. |

## *Huntingdon and Broad Top Mountain.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| B. Andrews Knight, President, | Philadelphia, Pa. |
| J. P. Donaldson, Secretary and Treasurer, | Philadelphia, Pa. |
| James W. Paul, General Solicitor, | Philadelphia, Pa. |
| John Fulton, Consulting Engineer, | Johnstown, Pa. |
| George F. Gage, General Manager, | Huntingdon, Pa. |

General offices at Philadelphia and Huntingdon, Pennsylvania.

| *Directors.* | *Residences.* |
|---|---|
| Rathmell Wilson, | Philadelphia, Pa. |
| I. V. Williamson, | Philadelphia, Pa. |
| William P. Jenks, | Philadelphia, Pa. |
| James Long, | Philadelphia, Pa. |
| Joseph H. Trotter, | Philadelphia, Pa. |
| John Devereux, | Philadelphia, Pa. |
| Thomas R. Patton, | Philadelphia, Pa. |
| Jacob Naylor, | Philadelphia, Pa. |
| Charles W. Wharton, | Philadelphia, Pa. |
| James Whitaker, | Philadelphia, Pa. |
| Spencer M. Janney, | Philadelphia, Pa. |
| William J. Barr, | Philadelphia, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Huntingdon to Mt. Dallas, | | 45 | 45 |
| Length of single main track, | | 45 | 45 |
| **Branches.** | | | |
| Shoup's Run branch, from Saxton to Broad Top City, | Length of road, | $9\frac{1}{2}$ | $9\frac{1}{2}$ |
| | Length of single track, | $9\frac{1}{2}$ | $9\frac{1}{2}$ |
| Six Mile Run branch, from Riddlesburg to ——, | Length of road, | $4\frac{1}{2}$ | $4\frac{1}{2}$ |
| | Length of single track, | $4\frac{1}{2}$ | $4\frac{1}{2}$ |
| Sandy Run branch, from Hopewell to Lane Mine, | Length of road, | $2\frac{11}{20}$ | $2\frac{11}{20}$ |
| | Length of single track, | $2\frac{11}{20}$ | $2\frac{11}{20}$ |
| Long's Run Extension of Sandy Run branch, from Long's Run junction to Everett Iron Company mines, | Length of road, | 3 | 3 |
| | Length of single track, | 3 | 3 |

## ASSETS.

| | | |
|---|---|---|
| To construction and equipment, | | $5,573,052 41 |
| To roadway and transportation expenses, | | 203,443 80 |
| To mines and real estate, taxes, &c., | | 546 65 |
| To interest on bonds, | $130,640 00 | |
| To interest on scrip, | 8,448 11 | |
| | | 139,088 11 |
| To R. Wilson and James Long, trustees, | | 118,895 00 |
| To excise tax, State of Pennsylvania, | | 4,722 08 |
| To incidental expenses, Philadelphia office, | $18,025 72 | |
| To insurance account, | 1,652 11 | |
| | | 19,677 83 |
| To Girard Life Insurance, Annuity and Trust Company, | | 3,600 00 |
| To book accounts, | | 23,524 15 |
| To real estate, | | 54,734 73 |
| To general supplies, stock on hand, | | 20,716 82 |
| To cash, | | 71,843 79 |
| | | $6,233,845 37 |

## LIABILITIES.

| | | |
|---|---|---|
| By stock, preferred, | | $1,984,250 00 |
| By stock, common, | | 1,368,450 00 |
| By bonds, first mortgage loan, | | 416,000 00 |
| By bonds, second mortgage loan, | | 367,500 00 |
| By bonds, consol mortgage loan, | | 1,497,000 00 |
| By scrip, first and second mortgage loan, | | 118,895 00 |
| By scrip, converted into preferred stock, | $1,499 20 | |
| By scrip, converted into common stock, | 1,457 00 | |
| | | 2,956 20 |
| By freights, passengers, &c., | $424,494 57 | |
| By royalty of mines and rents, | 5,504 45 | |
| | | 429,999 02 |
| By Huntingdon and Broad Top Car Trust cars, | | 8,418 40 |
| By book accounts, | | 21,155 87 |
| By profit and loss, | | 19,220 88 |
| | | $6,233,845 37 |

# *Ironton.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Samuel Thomas, President, | Catasauqua, Pa. |
| J. T. Knight, Secretary and Treasurer, | Easton, Pa. |
| William Andrews, General Superintendent, | Ironton, Pa. |

General offices at Ironton, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Samuel Thomas, | Catasauqua, Pa. |
| Benjamin G. Clarke, | New York. |
| John T. Knight, | Easton, Pa. |
| John Thomas, | Hokendauqua, Pa. |
| Edwin Mickley, | Hokendauqua Pa. |
| William W. Marsh, | Schooley's Mountain, N. J. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Coplay to Ironton and Orefield, | 9 1/3 | 9 1/3 |
| Length of single main track, | 9 1/3 | 9 1/3 |

**ASSETS.**

| | | |
|---|---|---|
| Railroad, | $200,000 | 00 |
| Bills receivable, | 28,574 | 01 |
| Cash, | 535 | 28 |
| | $229,109 | 29 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $200,000 | 00 |
| Profit and loss, | 29,109 | 29 |
| | $229,109 | 29 |

# *Jamestown and Franklin.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James Miles, President, | Girard, Pa. |
| J. C. Cornwell, Secretary, | Stoneboro', Pa. |
| R. P. Cann, Treasurer, | Stoneboro', Pa. |

General offices at Stoneboro', Pa.

| *Directors.* | *Residences.* |
|---|---|
| O. G. Gelzen Danner, | Cleveland, Ohio. |
| J. C. Cornwell, | Stoneboro', Pa |
| William Gibson, | Jamestown, Pa. |
| J. S. McCalmont, | Franklin, Pa. |
| James W. Osborne, | Franklin, Pa. |
| Rasselas Brown, | Warren, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Jamestown, Pa., to Oil City, Pa., | 51.10 | 51.10 |
| **Branches.** | | |
| Coal Mine branch, length of road, | 2.53 | 2.53 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $2,538,473 | 84 |
| Coal lands, | 34,607 | 79 |
| Central Trunk Railway Company, | 8,230 | 69 |
| Cash, | 56 | 90 |
| Profit and loss, | 4,227 | 48 |
| | $2,585,596 | 70 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| Capital stock. | | $601,200 | 00 |
| Orders for stock, | | 610 | 50 |
| Sundry persons for payments on stock, | | 5,432 | 50 |
| First mortgage bonds, | $335,000 00 | | |
| Second mortgage bonds, | 500,000 00 | | |
| | | 835,000 | 00 |
| Lake Shore and Michigan Southern Railway Company, | | 1,143,353 | 70 |
| | | $2,585,596 | 70 |

## *Jefferson.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Samuel Hines, President, | Scranton, Pa. |
| Augustus R. Macdonough, Secretary, | —— |
| Bird W. Spencer, Treasurer, | —— |
| *W. J. Murphy, Division Superintendent, | —— |

General offices at Scranton, Pa.

*Superintendent of the Delaware division of the New York, Lake Erie and Western railroad.

| *Directors.* | *Residences.* |
|---|---|
| Samuel Hines, | Scranton, Pa. |
| Thomas Dickson, | Scranton, Pa. |
| Horatio S. Pierce, | Scranton, Pa. |
| William A. May, | Scranton, Pa. |
| Hugh J. Jewett, | New York city, N. Y. |
| Edmund S. Bowen, | New York city, N. Y. |
| Augustus R. Macdonough, | New York city, N. Y. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line. from Lanesborough to Carbondale, | 36.686 | 36.686 |
| Length of single main track, from Hawley to Honesdale, | 8.183 | 8.183 |

## *Jersey Shore, Pine Creek and Buffalo.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Henry Sherwood, President, | Wellsboro', Pa. |
| George J. Magee, Vice President, | Watkins, N. Y. |
| William Howell, Jr., Secretary, | Antrim, Pa. |
| Cornelius Vanderbilt, Treasurer, | New York city. |
| Anton Hardt, Chief Engineer, | Wellsboro', Pa. |

General offices at Wellsboro', Pa.

| *Directors.* | *Residences.* |
|---|---|
| W. H. Vanderbilt, | New York city. |
| W. K. Vanderbilt, | New York city. |
| Cornelius Vanderbilt, | New York city. |
| Augustus Schell, | New York city. |
| George J. Magee, | Watkins, N. Y. |
| William Howell, Jr., | Antrim, Pa. |
| E. G. Schieffelin, | Stokesdale, Pa. |
| Henry Sherwood, | Wellsboro', Pa. |
| Walter Sherwood, | Wellsboro', Pa. |
| Jefferson Harrison, | Wellsboro', Pa. |
| Jerome B. Niles, | Wellsboro', Pa. |
| Anton Hardt, | Wellsboro', Pa. |
| John W. Bailey, | Wellsboro', Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Stokesdale Junction to Newberry Junction, | 74.8 | 74.8 |
| Length of single main track, | 74.8 | 74.8 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, real estate, &c., | $4,095,627 | 83 |
| Timber lands in Potter county, | 20,000 | 00 |
| Interest account, | 105,000 | 00 |
| Fall Brook Coal Company, lessee, | 29,537 | 04 |
| Cash on hand, | 1,609 | 78 |
| | $4,251,774 | 65 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $500,000 | 00 |
| Funded debt, | 3,500,000 | 00 |
| Unfunded debt, | 113,355 | 60 |
| Rent of road, | 56,618 | 41 |
| Due other companies and individuals, | 81,800 | 64 |
| | $4,251,774 | 65 |

# *Junction.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Isaac Hinckley, President, | Philadelphia. |
| John C. Sims, junior, Secretary, | Chestnut Hill. |
| Robert Craven, Treasurer, | Philadelphia. |
| A. Foldpavehe, Chief Engineer, | Philadelphia. |
| William F. Lockard, Superintendent, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Isaac Hinckley, | Philadelphia. |
| George B. Roberts, | Philadelphia. |
| Henry M. Phillips, | Philadelphia. |
| Franklin B. Gowen, | Philadelphia. |
| Samuel M. Felton, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, between Gray's Ferry and north end of Market street tunnel, and between Thirty-fourth street and Belmont, | 3.56 | 3.56 |
| Length of single main track, | 7.12 | 7.12 |
| Length of double main track, | 3.56 | 3.56 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $1,062,000 | 50 |
| Cash, | 93,963 | 29 |
| | $1,155,963 | 79 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $250,000 | 00 |
| Funded debt, | 725,000 | 00 |
| Profit and loss, | 180,963 | 79 |
| | $1,155,963 | 79 |

## *Kendall and Eldred.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. W. Jones, President, | Philadelphia, Pa. |
| Franklin S. Buell, Secretary and Treasurer, | Buffalo, N. Y. |
| C. E. Kimball, Assistant Secretary, | New York city. |

| *Directors.* | *Residences.* |
|---|---|
| J. W. Jones, | Philadelphia, Pa. |
| Isaac N. Seligman, | New York city. |
| T. W. Seligman, | New York city. |
| C. H. Clarke, | Philadelphia, Pa. |
| H. B. Tyler, | Philadelphia, Pa. |
| B. K. Jamison, | Philadelphia, Pa. |
| C. S. Carey, | Olean, N. Y. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Eldred, Pa., to Tarport, Pa., | 15 | 15 |
| Length of single main track, | 15 | 15 |

## *Keystone Coal Company's.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Henry A. Stiles, President, | Philadelphia. |
| F. H. Williams, Secretary and Treasurer, | Philadelphia. |
| T. O. Yarington, General Superintendent, | Myersdale, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Henry A. Stiles, | Philadelphia. |
| John H. Small, | York, Pa. |
| Jonathan Steward, | Trenton, N. J. |
| Augustus G. Richey, | Trenton, N. J. |
| Henry Thomas Weld, | Baltimore. |
| George F. Baer, | Reading Pa. |
| James P. Scott, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Keystone mines to Keystone Junction, | 5½ | 5½ |

## *Kinzua.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. W. Jones, President, | Philadelphia, Pa, |
| Franklin S. Buell, Secretary and Treasurer, | Buffalo, N. Y. |
| C. E. Kimball, Assistant Secretary, | New York city. |

| *Directors.* | *Residences.* |
|---|---|
| J. W. Jones, | Philadelphia. |
| Isaac N. Seligman, | New York. |
| T. W. Seligman, | New York. |
| C. H. Clarke, | Philadelphia. |
| H. B. Tyler, | Philadelphia. |
| B. K. Jamison, | Philadelphia. |
| C. S. Cary, | Olean, N. Y. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Kinzua, Pa., to junction with Bradford railroad, | 14 | 14 |
| Length of single main track, | 14 | 14 |

## *Lake Shore and Michigan Southern.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John Newell, President and General Manager, | Cleveland, O. |
| Edwin D. Worcester, Vice President, Secretary, and Treasurer, | New York, N. Y. |
| Ashley Pond, General Solicitor, | Detroit, Mich. |
| L. H. Clarke, Chief Engineer, | Cleveland, O. |
| P. P. Wright, General Superintendent, | Cleveland, O. |

Charles B. Couch, Division Superintendent, . . . . . Cleveland, O.
George H. McIntire, Division Superintendent, . . . . . Youngstown, O.
General offices at Cleveland, Ohio.

| *Directors.* | *Residences.* |
|---|---|
| William H. Vanderbilt, | New York, N. Y. |
| Cornelius Vanderbilt, | New York, N. Y. |
| William K. Vanderbilt, | New York, N. Y. |
| Augustus Schell, | New York, N. Y. |
| Samuel F. Barger, | New York, N. Y. |
| John E. Burrill, | New York, N. Y. |
| Darius O. Mills, | New York, N. Y. |
| Edwin D. Worcester, | New York, N. Y. |
| John Newell, | Cleveland, O. |
| William L. Scott, | Erie, Pa. |
| Charles M. Reed, | Erie, Pa. |
| Rasselas Brown, | Warrren, Pa. |
| Jephtha H. Wade, | Cleveland, O. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Buffalo to Chicago *via* Norwalk and Adrian. | | 540.49 | 44.06 |
| Length of single main track, | | 540.49 | 44.06 |
| Length of second main track, | | 249.13 | 44.06 |
| **Branches.** | | | |
| Sandusky branch, from Elyria Junction to Millbury Junction, | Length of road, | 72.95 | |
| | Length of single track, | 72.95 | |
| | Length of double track, | 17.11 | |
| Sandusky Pier branch, from junction, at Sandusky, to Old Depot, Sandusky, | Length of road, | 3.72 | |
| | Length of single track, | 3.72 | |
| Ashtabula branch, from Ashtabula Harbor to Jamestown, Pa., | Length of road, | 38.31 | 5.26 |
| | Length of single track, | 38.31 | 5.26 |
| Connecting branch, with D. A. V. and P. railroad at Dunkirk, | Length of road, | 1.50 | |
| | Length of single track, | 1.50 | |
| Air Line branch, from Air Line Junction to Elkhart, | Length of road, | 130.83 | |
| | Length of single track, | 130.83 | |
| Detroit branch, from Air Line Junction to Detroit, | Length of road, | 62.36 | |
| | Length of single track, | 62.36 | |
| Jackson branch, from Lenawee Junction to Jackson, | Length of road, | 41.98 | |
| | Length of single track, | 41.98 | |
| Monroe branch, from Lenawee Junction to Monroe, | Length of road, | 29.37 | |
| | Length of single track, | 29.37 | |
| Palmyra branch, from Palmyra to Adrian, | Length of road, | 5.72 | |
| | Length of single track, | 5.72 | |
| Kalamazoo branch, from White Pigeon to Kalamazoo. | Length of road, | 36.57 | |
| | Length of single track, | 36.57 | |
| Lansing branch, from Jonesville to North Lansing, | Length of road, | 61.14 | |
| | Length of single track, | 61.14 | |
| **Leased Roads.** | | | |
| Jamestown and Franklin railroad, from Jamestown. Pa., to Oil City, Pa.. | Length of road, | 50.91 | 50.91 |
| | Length of single track, | 50.91 | 50.91 |
| Mahoning Coal railroad, from Youngstown to Andover, including four short branches, | Length of road, | 43.05 | |
| | Length of single track, | 43.05 | |
| Kalamazoo, Allegan and Grand Rapids railroad, from Kalamazoo to Grand Rapids. | Length of road, | 58.42 | |
| | Length of single track, | 58.42 | |
| Detroit, Hillsdale and South-Western railroad, from Ypsilanti to Bankers, | Length of road, | 65.20 | |
| | Length of single track, | 65.20 | |
| Fort Wayne and Jackson railroad, from Fort Wayne to Jackson, | Length of road, | 97.42 | |
| | Length of single track, | 97.42 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $66,700,000 | 00 |
| Equipment account: 553 engines, 16,950 cars, | 17,300,000 | 00 |
| Detroit, Monroe and Toledo railroad, | 1,381,600 | 00 |
| White Pigeon and Kalamazoo railroad, | 610,000 | 00 |
| Northern Central Michigan railroad, | 1,357,000 | 00 |
| Jamestown and Franklin railroad, | 2,136,753 | 70 |
| Chicago and Canada Southern railway stock and bonds, | 715,000 | 00 |
| New York, Chicago and St. Louis railway stock, | 6,527,000 | 00 |
| Stocks of other companies, | 2,429,977 | 63 |
| Bonds of other companies, | 589,918 | 39 |
| Pacific Hotel Company, Chicago, bonds and stock, | 428,212 | 50 |
| General office property and other real estate, | 365,779 | 61 |
| Supplies, rails, fuel, &c., | 1,221,177 | 93 |
| Cash, | 317,320 | 17 |
| Uncollected earnings, | 582,543 | 95 |
| Valley railway, Cleveland, advances, | 277,987 | 86 |
| | $102,940,271 | 74 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, ($533,500, 10 per cent. guaranteed,) | $50,000,000 | 00 |
| Funded debt: | | |
| Lake Shore and Michigan Southern railway, | 42,942,000 | 00 |
| Detroit, Monroe and Toledo railroad, | 924,000 | 00 |
| White Pigeon and Kalamazoo railroad, | 600,000 | 00 |
| December pay-rolls, vouchers, etc., | 2,506,588 | 37 |
| Dividend paid February 1, 1884, | 1,016,005 | 00 |
| Income or profit and loss, | 4,951,678 | 37 |
| | $102,940,271 | 74 |

## *Lancaster and Reading.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| A. H. Peacock, President, | Lancaster, Pa. |
| W. Leaman, Secretary and Treasurer, | Lancaster, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| A. H. Peacock, | Lancaster, Pa. |
| John D. Skiles, | Lancaster, Pa. |
| John R. Bitner, | Lancaster, Pa. |
| John Keller, | Lancaster, Pa. |
| Henry Carpenter, | Lancaster, Pa. |
| C. Geiger, | Lancaster, Pa. |
| B. F. Breneman, | Lancaster, Pa. |
| W. Leaman, | Lancaster, Pa. |
| Amos Hollinger, | Lancaster, Pa. |
| George W. Hensel, | Quarrysville, Pa. |
| C. M. Hess, | Quarrysville, Pa. |
| Daniel D. Hess, | Quarrysville, Pa. |
| Daniel Herr, | Refton, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Lancaster to Reading, | 34 | 34 |
| **Branches.** | | |
| Quarrysville branch, from Lancaster to Quarrysville, length of road, | 15½ | 15½ |

## *Lawrence.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Louis H. Meyer, President, | New York city, N. Y. |
| John J. Haley, Secretary and Treasurer, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Louis H. Meyer, | New York. |
| Charles W. Cass, | New York. |
| Charles Lanier, | New York. |
| J. N. McCullough, | Pittsburgh, Pa. |
| John B. Jackson, | Pittsburgh, Pa. |
| R. W. Cunningham, | New Castle, Pa. |
| John N. Hutchinson, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Lawrence Junction, Pa., to Youngstown, Ohio, | 17.98 | 9.363 |
| Length of single main track, | 17.98 | 9.363 |
| **ranches.** | | |
| Canfield branch, from Canfield Junction to Foster Coal Banks, length of road, | 4.06 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $820,368 | 30 |
| Sinking fund, | 39,114 | 14 |
| Bond investment, | 7,536 | 33 |
| Stock investment, | 20,401 | 28 |
| Lessee company, rent, | 14,837 | 41 |
| Winslow, Lanier & Co., | 1,330 | 00 |
| T. D. Messler, trustee, | 20 | 86 |
| Cash, | 49,983 | 38 |
| | $953,591 | 70 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $450,000 | 00 |
| Mortgage bonds, | 355,000 | 00 |
| Coupons unpaid, | 1,155 | 00 |
| Commonwealth of Pennsylvania, | 907 | 76 |
| Sundry accounts, | 666 | 00 |
| Balance, | 145,862 | 94 |
| | $953,591 | 70 |

# *Lehigh Valley.*

*Year ending November 30, 1883.*

| *Officers, for 1884.* | *Residences.* |
|---|---|
| Elisha P. Wilbur, President, | Bethlehem, Pa. |
| Charles Hartshorne, Vice President, | 228 South Third street, Philadelphia. |
| John R. Fanshawe, Secretary, | 228 South Third street, Philadelphia. |
| William C. Alderson, Treasurer, | 228 South Third street, Philadelphia. |
| H. Stanley Goodwin, General Superintendent, | Bethlehem, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Charles Hartshorne, | Philadelphia, Pa. |
| William L. Conyngham, | Wilkes-Barre, Pa. |
| Ario Pardee, | Hazleton, Pa. |
| William A. Ingham, | Philadelphia, Pa. |
| George B. Markle, | Philadelphia, Pa. |
| Robert H. Sayre, | Bethlehem, Pa. |
| James I. Blakslee, | Mauch Chunk, Pa. |
| Elisha P. Wilbur, | Bethlehem, Pa. |
| Joseph Patterson, | Philadelphia, Pa. |
| Garrett B. Linderman, | Bethlehem, Pa. |
| John R. Fell, | Philadelphia, Pa. |
| Robert A. Lamberton, | Bethlehem, Pa. |

| **Main Line.** | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Perth Amboy, N. J., to Wilkes-Barre, | | 161 | 101 |
| Length of single main track, | | 35.95 | 35.95 |
| Length of second main track, | | 125.05 | 65.05 |
| **Branches.** | | | |
| Beaver Meadow branch, from P. H. Junction to Audenried, | Length of road, | 16.64 | 16.64 |
| | Length of single track, | 6.05 | 6.05 |
| | Length of double track, | 10.59 | 10.59 |
| Hazleton branch, from Hazle Creek bridge to Tomhicken and branches, | Length of road, | 33.08 | 33.08 |
| | Length of single track, | 24.15 | 24.15 |
| | Length of double track, | 8.93 | 8.93 |
| Lehigh Luzerne branch, from Lumber Yard to Milnesville and branches, | Length of road, | 18.32 | 18.32 |
| | Length of single track, | 16.99 | 16.99 |
| | Length of double track, | 1.33 | 1.33 |

| | | | |
|---|---|---|---|
| Mahanoy branch, from Black Creek Junction to Mt. Carmel and branches, | Length of road, | 65.78 | 65.78 |
| | Length of single track, | 34.83 | 34.83 |
| | Length of double track, | 30.95 | 30.95 |
| Clinton branch, from Landsdown, N. J., to Clinton, N. J., | Length of road, | 2.05 | |
| | Length of single track, | 2.05 | |
| Paper-Mill branch, from Musconetcong, N. J., to Warren paper-mill, N. J., | Length of road, | 1.95 | |
| | Length of single track, | 1.95 | |
| Slatedale branch, from Slatington to Slatedale, | Length of road, | 3.30 | 3.30 |
| | Length of single track, | 3.30 | 3.30 |
| Bear Creek branch, from Bear Creek Junction to Meadow Run, | Length of road, | 12.08 | 12.08 |
| | Length of single track, | 12.08 | 12.08 |
| **Leased Roads.** | | | |
| Pennsylvania and New York canal and railroad, from Wilkes-Barre to Lackawanna Junction, | Length of road, | 9.60 | 9.60 |
| | Length of single track, | 2.12 | 2.12 |
| | Length of double track, | 7.48 | 7.48 |

## *Lehigh and Lackawanna.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| F. C. Yarnall, President, | Overbrook, Pa. |
| S. Shepherd, Secretary and Treasurer, | Philadelphia. |

General offices at Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| J. S. Harris, | Philadelphia, Pa. |
| E. W. Clark, | Philadelphia, Pa. |
| Edward Lewis, | Philadelphia, Pa. |
| Fisher Hazard, | Mauch Chunk. |

| Main Line | | Whole length in miles. | Length in Penna. |
|---|---|---|---|
| Length of main line, from Bethlehem to Chapman's, | | 15 | 15 |
| **Branches.** | | | |
| Wind Gap branch, from Chapman's to Wind Gap, | Length of road, | 10 | 10 |
| | Length of single track, | 10 | 10 |

### ASSETS.

| | | |
|---|---|---|
| Construction account, | $976,147 | 66 |
| | $976,147 | 66 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, 7,502 shares, | $375,100 | 00 |
| First mortgage bonds, due December, 1907, | 100,000 | 00 |
| Second mortgage bonds, due December 10, 1907, | 500,000 | 00 |
| Due Lehigh Coal and Navigation Company, | 1,047 | 66 |
| | $976,147 | 66 |

## *Lehigh and Susquehanna.*

*Year ending December 31, 1883.*

Officers and directors same as the Lehigh Coal and Navigation Company, which owns this railroad.

General offices at Philadelphia, Pa.

## *Lewisburg and Tyrone.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Strickland Kneass, President, | Philadelphia, Pa. |
| James R. McClure, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at No. 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| G. B. Roberts, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| Eli Slifer, | Lewisburg, Pa. |
| James P. Coburn, | Aaronsburg, Pa. |
| S. C. Stewart, | Tyrone, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Tyrone to Fairbrook, | | 19.90 | 19.90 |
| Length of main line, from Montandon to Spring Mills, | | 43.18 | 43.18 |
| Length of single main track, | | 63.08 | 63.08 |
| **Branches.** | | | |
| Scotia branch, from Fairbrook to Scotia, | Length of road, | 5.26 | 5.26 |
| | Length of single track, | 5.26 | 5.26 |
| Juniata branch, from Juniata Junction to Juniata, | Length of road, | 2.08 | 2.08 |
| | Length of single track, | 2.08 | 2.08 |

## *Ligonier Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| S. H. Baker, President, | Latrobe, Pa. |
| R. M. Graham, Vice President, | Ligonier, Pa. |

A. W. Mellon, Secretary and Treasurer, . . . . . Pittsburgh, Pa.
Thomas Mellon, General Solicitor, . . . . . Pittsburgh, Pa.
T. A. Mellon, Chief Engineer and General Manager, . . . . . Pittsburgh, Pa.
George Senft, General Superintendent, . . . . . Ligonier, Pa.

| *Directors.* | *Residences.* |
|---|---|
| S. H. Baker, | Latrobe, Pa. |
| R. M. Graham, | Ligonier, Pa. |
| W. H. Covode, | Ligonier, Pa. |
| N. M. Marker, | Ligonier, Pa. |
| W. D. McGowan, | Ligonier, Pa. |
| H. S. Denny, | Ligonier, Pa. |
| J. R. Mellon, | Pittsburgh, Pa. |
| John Murdock, | Johnstown, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Latrobe to Ligonier, | 10½ | 10½ |

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, | $194,411 | 23 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $100,000 | 00 |
| Funded debt, | 43,484 | 62 |
| Unfunded debt, | 9,404 | 51 |
| Profit and loss, | 41,522 | 10 |
| | $194,411 | 23 |

## *Little Saw Mill Run.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences* |
|---|---|
| Jehu Haworth, President, | Pittsburgh, Pa. |
| C. S. Fetterman, Secretary, | Pittsburgh, Pa. |
| Jacob Henrici, Treasurer, | Economy, Pa. |
| C. S. Fetterman, General Solicitor, | Pittsburgh, Pa. |
| Thomas Hartley, General Manager, | Banksville, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Jacob Henrici, | Economy, Pa. |
| Jehu Haworth, | Pittsburgh, Pa. |
| Henry Hice, | Beaver, Pa. |
| John R. Neeld, | Banksville, Pa. |
| Edwin H. Stowe, | Allegheny city. |
| John Wolfangel, | Economy, Pa. |
| Robert Long, | Mt. Lebanon. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pittsburgh to Banksville, | 3 | 3 |
| Length of single main track, | 3 | 3 |

**ASSETS.**

| | | |
|---|---|---|
| Real estate and improvements, | $61,771 | 16 |
| Construction, | 122,130 | 66 |
| Equipment, | 133,452 | 34 |
| Pittsburgh, Chartiers and Youghiogheny railroad stock, 1,000 shares @ $50, | 50,000 | 00 |
| Balances due current accounts, | 8,541 | 46 |
| | $375,895 | 62 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, 2,000 shares @ $50, | $100,000 | 00 |
| Capital stock, 1,542 shares @ $25, | 38,650 | 00 |
| Profit and loss undivided, | 84,245 | 62 |
| Mortgage bonds, | 153,000 | 00 |
| | $375,895 | 62 |

## *Littlestown.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William McSherry, President, | Littlestown, Adams county, Pa. |
| John S. Young, Vice President, | Hanover, York county, Pa. |
| George Stonesifer, Secretary and Treasurer, | Littlestown, Adams county, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Joseph L. Shorb, | Littlestown, Pa. |
| George Stonesifer, | Littlestown, Pa. |
| John S. Young, | Hanover, Pa. |
| George D. Klinefelter, | Hanover, Pa. |
| W. Latimer Small, | York, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Hanover, York county, Pa., to Pennsylvania and Maryland State line, | | 9½ |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $115,616 | 00 |
| Real estate, | 2,000 | 00 |
| Balances due from Pennsylvania Railroad Company, | 2,434 | 31 |
| | $120,050 | 31 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $34,850 | 00 |
| Bonded debt, | 40,000 | 00 |
| Floating debt, | 17,615 | 98 |
| Profit and loss, | 27,584 | 33 |
| | $120,050 | 31 |

## *Lock Haven and Clearfield.*

*Year ending December 31, 1883.*

| *Officers, elected January 8, 1883.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia, Pa. |
| Albert Hewson, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John P. Green, | Philadelphia, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| N. P. Shortridge, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line—adopted line from mouth of Beach creek, on Bald Eagle Valley railroad, to Hurxthal's Summit, | 32 | 32 |

## *Little Schuylkill.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Daniel R. Bennett, President, | Jenkintown, Montgomery co., Pa. |
| Joseph Lapsley Wilson, Secretary and Treasurer, | Overbrook, Montgomery co., Pa. |

General offices at 410 Walnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Joseph H. Trotter, | Philadelphia. |
| George W. Steever, | Philadelphia. |
| Charles D. Reed, | Philadelphia. |
| Carroll S. Tyson, | Philadelphia. |
| Henry Handy, | Philadelphia. |
| Thomas McKean, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Port Clinton to Tamanend, all single track, | | 28.1 |
| **Branches.** | | |
| Panther Creek branch, from Tamaqua to Greenwood, singe track, | | 1.5 |
| Wabash Creek branch, from Tamaqua to Newkirk, single track, | | 1.5 |
| **Leased Roads.** | | |
| East Mahanoy railroad, from East Mahanoy junction to Wash-House run, single track, | | 10.7 |

**ASSETS.**

| | | |
|---|---|---|
| Railroad and lands, | $2,406,043 | 75 |
| Stocks and bonds, | 97,560 | 00 |
| Cash, etc., | 112,200 | 18 |
| | *$2,616,765 | 71 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $2,487,850 | 00 |
| Balances due, etc., | 14,765 | 07 |
| Profit and loss, | 114,150 | 64 |
| | $2,616,765 | 71 |

*These figures are given in the company's report, but there appears to be an error in the items or in the total.

## *Lykens Valley Railroad and Coal.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George E. Hoffman, President, | Philadelphia. |
| Frederick A. Platt, Secretary and Treasurer, | Brooklyn, N. Y. |

General offices at No. 13 William street, New York.

| *Directors.* | *Residences.* |
|---|---|
| William A. Falls, | New York. |
| Alexander H. Grant, | New York. |
| Charles A. Thackston, | New York. |
| William A. Nash, | Brooklyn. |
| Frederick A. Platt, | Brooklyn. |
| Francis H. Tows, | New York. |
| Edward Dunham, | Hastings-on-Hudson. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Millersburg to Williamstown, . . . . | 20 | 20 |
| **Branches.** | | |
| To Lykens Valley Coal Company and Short Mountain breaker branch, length of road, . . . . . | ¾ | ¾ |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, . . . . . | $569,739 | 62 |
| Depot at Millersburg, . . . . . | 4,012 | 85 |
| Locomotives, . . . . . | 17,000 | 00 |
| Shop, engine-house, &c., . . . . . | 5,014 | 77 |
| Cash, . . . . . | 9,270 | 53 |
| | $605,037 | 77 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, . . . . . | $600,000 | 00 |
| Profit and loss, . . . . . | 5,037 | 77 |
| | $605,037 | 77 |

## *Meadville.*

*Year ending December 31, 1883.*

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Meadville, Pa., to Linesville, Pa., . . | 20.5 | 20.5 |
| Length of single main track, . . . . . | 20.5 | 20.5 |

## *Mifflin and Centre County.*

*Year ending December 31, 1883.*

| *Officers, elected February 20, 1883.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, . . . . . | Philadelphia, Pa. |
| Albert Hewson, Secretary, . . . . . | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Alexander Biddle, | Philadelphia, Pa. |
| G. W. Elder, | Lewistown, Pa. |
| John P. Green, | Philadelphia, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| Samuel Maclay, | Milroy, Pa. |
| James H. Mann, | Lewistown, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| N. Parker Shortridge, | Montgomery county, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| J. Price Wetherill, | Philadelphia, Pa. |
| Henry D. Welsh, | Philadelphia, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Lewistown Junction to Milroy, | 12.31 | 12.31 |
| Length of single main track, | 12.31 | 12.31 |
| **Leased Roads.** | | |
| Lewistown and Tuscarora bridge, over Juniata river at Lewistown, — Length of road, | .12 | .12 |
| Lewistown and Tuscarora bridge, over Juniata river at Lewistown, — Length of single track, | .12 | .12 |

## *Mine Hill and Schuylkill Haven.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William Biddle, President, | Germantown. |
| James G. McCollin, Secretary, | Philadelphia. |
| John W. Biddle, Treasurer, | Philadelphia. |

General office at 220 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Frederick Fraley, | Philadelphia. |
| Samuel M. Bines, | Philadelphia. |
| Benjamin H. Shoemaker, | Philadelphia. |
| Alfred Jones, | Philadelphia. |
| Josiah Jones, | Philadelphia. |
| John W. Biddle, | Philadelphia. |
| William Hacker, | Philadelphia. |
| John M. George, | Philadelphia. |
| James G. McCollin, | Philadelphia. |
| Barclay R. Leeds, | Philadelphia. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Schuylkill Haven to Locust Gap, | 42½ | |
| Length of second main track, | 24 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $3,977,808 | 41 |
| Contingent fund account, | 42,887 | 11 |
| Cash, | 4,224 | 53 |
| | $4,024,920 | 05 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $4,022,500 | 00 |
| Unpaid dividends, | 2,417 | 00 |
| Philadelphia and Reading Railroad Company, | 3 | 05 |
| | $4,024,920 | 05 |

## *Mill Creek and Mine Hill.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George DeB. Keim, President, | Philadelphia. |
| J. C. Hollis, Secretary and Treasurer, | Philadelphia. |

General offices at 407 Library street.

| *Directors.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| A. Hewson, | Philadelphia. |
| E. C. Knight, | Philadelphia. |
| J. B. Altemus, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |

| **Main Line.** | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Mill Creek Junction to Newcastle, | | 3.80 | 3.80 |
| Length of second main track, | | 3.80 | 3.80 |
| **Branches.** | | | |
| North America branch, from Mill Creek to lower end of St. Clair, | Length of road, | .60 | .60 |
| | Length of single track, | .60 | .60 |
| Crow Hollow branch, from Mill Creek to Colliery No. 12, | Length of road, | 1.30 | 1.30 |
| | Length of single track, | 1.30 | 1.30 |
| Jones' branch, from Mill Creek to Colliery, St. Clair, | Length of road, | 1.07 | 1.07 |
| | Length of single track, | 1.07 | 1.07 |
| Johns' branch, from St. Clair to St. Clair, | Length of road, | .50 | .50 |
| | Length of single track, | .50 | .50 |

**ASSETS.**

| | | |
|---|---|---|
| Railroad, | $321,632 | 02 |
| Real estate, | 1,412 | 98 |
| Philadelphia and Reading Railroad Company, rental and taxes, | 17,308 | 44 |
| Cash, | 2,612 | 60 |
| | $342,966 | 04 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $323,375 | 00 |
| Dividends unpaid, | 43 | 75 |
| State tax, | 1,616 | 87 |
| Revenue account, | 17,930 | 42 |
| | $342,966 | 04 |

## *McKean and Buffalo.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Archer N. Martin, President, | New York. |
| Franklin S. Buell, Secretary and Treasurer, | Buffalo, N. Y. |

| *Directors.* | *Residences.* |
|---|---|
| Isaac N. Seligman, | New York. |
| Theodore Seligman, | New York. |
| Archer N. Martin, | New York. |
| E. A. Rollins, | Philadelphia. |
| H. M. Sill, | Philadelphia. |
| H. B. Tyler, | Philadelphia. |
| C. H. Clarke, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Larabee to Clermont, | 22.15 | 22.15 |
| Length of single main track, | 22.15 | 22.15 |

## *Mont Alto.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas B. Kennedy, President, | Chambersburg, Pa. |
| Edward B. Wiestling, Secretary and Treasurer, | Mont Alto, Pa. |
| Kennedy and Stewart, General Solicitors, | Chambersburg, Pa. |
| George B. Wiestling, Chief Engineer, General Manager, and General Superintendent, | Mont Alto, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Thomas B. Kennedy, | Chambersburg, Pa. |
| George B. Wiestling, | Mont Alto, Pa. |
| E. P. Dwight, | Philadelphia, Pa. |
| W. J. Barr, | Philadelphia, Pa. |
| John Stewart, | Chambersburg, Pa. |
| D. O. Gehr, | Chambersburg, Pa. |
| Chauncey Ives, | Chambersburg, Pa |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Mont Alto to junction with Cumberland Valley railroad, | 10¼ | 10¼ |
| Length of single main track, | 10¼ | 10¼ |
| **Branches.** | | |
| Antietam Valley branch, from Intersection to Waynesboro', Length of road, | 7⅝ | 7⅝ |
| Antietam Valley branch, from Intersection to Waynesboro', Length of single track, | 7⅝ | 7⅝ |

**ASSETS.**

| | | |
|---|---|---|
| In the re-organization of the company, incident to the extension of the road to Waynesboro', it was arranged that the cost of extension should not be at the expense of an increase of stock, or bonds, or other indebtedness; in other words, the line when done was to be inventoried at | $235,000 | 00 |
| While the actual cost of the whole line as far as completed is $342,134 25, it is still represented by | | |
| Stocks, $110,000 | | |
| Bonds, 125,000 | | |
| The adjustment of the accounts will be made when improvements are fully completed. | | |
| | $235,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $110,000 | 00 |
| Funded debt, | 125,000 | 00 |
| | $235,000 | 00 |

## *Montrose.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James I. Blakslee, President, | Mauch Chunk, Pa. |
| J. R. Raynsford, Secretary, | Montrose, Pa. |
| William H. Cooper, Treasurer, | Montrose, Pa. |
| William H. Jessup, General Solicitor, | Montrose, Pa. |
| Felix Ansart, Chief Engineer, | Tunkhannock, Pa. |
| T. G. Walter, General Manager, General and Division Superintendent, | —— |

General offices at Montrose and Mauch Chunk.

| *Directors.* | *Residences.* |
|---|---|
| Robert Klotz, | Mauch Chunk, Pa. |
| Charles O. Skeer, | Mauch Chunk, Pa. |
| S. D. Thomas, | Springville, Pa. |
| H. K. Sherman, | Springville, Pa. |
| C. M. Gere, | Montrose, Pa. |
| William J. Mulford, | Montrose, Pa. |
| S. H. Sayre, | Montrose, Pa. |
| John S. Tarbell, | Montrose, Pa. |
| Sylvanus Tyler, | Montrose, Pa. |
| B. F. Blakslee, | Lynn, Pa. |
| Paul Billings, | Tunkhannock, Pa. |
| C. D. Gearhart, | Tunkhannock, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Montrose to Tunkhannock, | 28 | 28 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $332,141 | 18 |
| Equipment, | 41,308 | 13 |
| Ledger balance due from Lehigh Valley Railroad Company, | 6,104 | 89 |
| Cash on hand, | 9,048 | 57 |
| | $388,602 | 77 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, full paid, | $301,900 | 00 |
| Capital stock, part paid, | 5,048 | 21 |
| Funded debt, | 30,200 | 00 |
| Profit and loss, | 51,454 | 56 |
| | $388,602 | 77 |

## *Monongahela Inclined Plane.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Samuel Harper, President, | Pittsburgh. |
| John L. Awl, Secretary and Treasurer, | Pittsburgh. |

General offices at Pittsburgh.

| *Directors.* | *Residences.* |
|---|---|
| William M. Lyon, | Pittsburgh. |
| James M. Bailey, | Pittsburgh. |
| Withrow Douglass, | Pittsburgh. |
| John S. McMillin, | Pittsburgh. |
| George W. Beltzhoover, | Pittsburgh. |
| William Halpin, | Pittsburgh. |
| John L. Awl, | Pittsburgh. |

| Main Line. | Whole length in feet. | Length in Penn'a. |
|---|---|---|
| Length of passenger plane, | 640 | |
| Length of freight plane, | 640 | |
| Both double track. | | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $193,629 | 51 |
| Real estate, | 18,049 | 16 |
| Improvement, | 5,234 | 44 |
| Cash, | 3,312 | 36 |
| | $220,225 | 47 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $100,000 | 00 |
| Funded debt, | 100,000 | 00 |
| Bills payable, | 5,475 | 57 |
| Dividend, | 4,000 | 00 |
| Surplus, | 10,749 | 90 |
| | $220,225 | 47 |

## *Moshannon and Clearfield.*

*Year ending December 34, 1883.*

| *Officers, elected January 8, 1883.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia, Pa. |
| Albert Hewson, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John P. Green, | Philadelphia, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| N. Parker Shortridge, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Moshannon and Clearfield junction to Station 41, one mile from Whiteside's Summit, | 7.20 | 7.20 |
| Length of single main track, | 7.20 | 7.20 |
| **Branches.** | | |
| Leskie branch, from Leskie junction to Leskie colliery, Length of road, | 1.31 | 1.31 |
| Leskie branch, from Leskie junction to Leskie colliery, Length of single track, | 1.31 | 1.31 |

# *Mount Carbon and Port Carbon.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George DeB. Keim, President, | Philadelphia. |
| P. C. Hollis, Secretary and Treasurer, | Philadelphia. |

General offices at 407 Library street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| A. Hewson, | Philadelphia. |
| E. C. Knight, | Philadelphia. |
| J. B. Altemus, | Philadelphia. |
| I. V. Williamson, | Philadelphia |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Mount Carbon to Port Carbon, | 2.50 | 2.50 |
| Length of second main track, | 2.50 | 2.50 |

**ASSETS.**

| | | |
|---|---|---|
| Railroad, | $261,186 | 30 |
| Real estate, | 21,629 | 15 |
| Cash, | 1,994 | 28 |
| | $284,809 | 73 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $282,350 | 00 |
| State tax, | 1,694 | 10 |
| Dividends not called for, | 11 | 25 |
| Revenue account, | 754 | 38 |
| | $284,809 | 73 |

# *Mt. Oliver Incline.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| C. J. Schultz, President, | Pittsburgh, Pa. |
| John P. Beech, Secretary and Treasurer, | Pittsburgh, Pa. |

General offices at Pittsburgh, S. S., Pa.

| *Directors.* | *Residences.* |
|---|---|
| C. J. Schultz, | Pittsburgh, Pa. |
| John P. Beech, | Pittsburgh, Pa. |
| Joseph Keeling, | Pittsburgh, Pa. |
| Peter Habermann, | Pittsburgh, Pa. |
| John Musser, | Pittsburgh, Pa. |
| Ferdinand Berry, | Pittsburgh, Pa. |
| Frederick Hampe, | Pittsburgh, Pa. |

| Main Line. | Whole length in feet. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Lower to Upper station, | 1,600 ft. | All. |
| Length of second main track, | 1,600 ft. | All. |

**ASSETS.**

| | | |
|---|---|---|
| To cost of plane, | $87,715 | 53 |
| To cash on hand, | 6,572 | 68 |
| | $94,288 | 21 |

**LIABILITIES.**

| | | |
|---|---|---|
| By capital stock paid in, | $31,616 | 00 |
| By bonds and mortgages, | 48,400 | 00 |
| By bills payable, | 1,500 | 00 |
| By profit and loss, | 12,772 | 21 |
| | $94,288 | 21 |

**Result for the year ending December 31, 1883.**

| | | |
|---|---|---|
| To wages paid, | $4,371 | 75 |
| To expenses and repairs, | 7,284 | 28 |
| To interest, | 3,142 | 50 |
| To dividends, | 3,161 | 60 |
| To profit and loss, | 9,969 | 87 |
| By rents received, | $75 | 00 |
| By earnings, | 27,855 | 00 |

## *Mt. Pleasant and Broadford.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. B. Washington, President, | Pittsburgh, Pa. |
| Welty McCullogh, Secretary and Treasurer, | Greensburg, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Robert Garrett, | Baltimore, Md. |
| Samuel Spencer, | Baltimore, Md. |

| | |
|---|---|
| Mendes Cohen, | Baltimore, Md. |
| Johns McCleave, | Pittsburgh, Pa. |
| C. L. Fitzhugh, | Pittsburgh, Pa. |
| J. B. Caven, | Pittsburgh, Pa. |
| W. S. Bissell, | Pittsburgh, Pa. |
| H. S. Burgesser, | Pittsburgh, Pa. |
| John B. Jackson, | Pittsburgh, Pa. |
| William Baldwin, | Connellsville, Pa. |
| A. R. Banning, | Connellsville Pa. |
| O. P. Shupe, | Mt. Pleasant, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Broadford to Standard, | 10 | 10 |
| Length of single main track, | 10 | 10 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $201,669 | 69 |
| Due from other corporations and individuals, | 401,839 | 44 |
| | $603,509 | 13 |

**LIABILITIES.**

| | | |
|---|---|---|
| Stock, | $150,500 | 00 |
| Profit and loss, | 453,009 | 13 |
| | $603,509 | 13 |

## *Mt. Pleasant and Latrobe.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| H. C. Frick, President, | Pittsburgh, Pa. |
| G. B. Bosworth, Secretary, | Pittsburgh, Pa. |
| Walton Ferguson, Treasurer, | Pittsburgh, Pa. |
| W. F. McCook, General Solicitor, | Pittsburgh, Pa. |

General offices at 104 Fifth avenue, Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| H. C. Frick, President, | Pittsburgh, Pa. |
| E. M. Ferguson, | Pittsburgh, Pa. |
| Walton Ferguson, | Pittsburgh, Pa. |
| W. F. McCook, | Pittsburgh, Pa. |
| Isaac S. Van Voorhis, | Pittsburgh, Pa. |
| G. B. Bosworth, | Pittsburgh, Pa. |

# *Newry.*

*Year ending December 31, 1883.*

| *Officers, elected February 5, 1883.* | *Residences.* |
|---|---|
| Joseph Fichtner, President, | Newry, Pa. |
| Albert Hewson, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| J. N. DuBarry, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |
| Adam Hoover, | Newry, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| Alexander Knox, | Newry, Pa. |
| Francis McCoy, | Newry, Pa. |
| Henry McIntosh, | Newry, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| N. Parker Shortridge, | Montgomery co., Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Henry D. Welsh, | Philadelphia, Pa. |
| J. Price Wetherill, | Philadelphia, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from junction New Portage railroad to Newry, | 1 | 1 |
| Length of single main track, | 1 | 1 |

# *New Castle Railroad and Mining.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Joshua Rhodes, President, | Pittsburgh, Pa. |
| George Pearson, Vice President, | New Castle, Pa. |
| T. F. Stryker, Secretary and Treasurer, | New Castle, Pa. |

General offices at New Castle, Lawrence county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Joshua Rhodes, | Pittsburgh, Pa. |
| George Pearson, | New Castle, Pa. |
| Frederick Pearson, | New Castle, Pa. |
| T. F. Stryker, | New Castle, Pa. |
| William Latshaw, | Pittsburgh, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from New Castle to coal mine, | 5½ | 5½ |
| Length of single main track, | 5½ | 5½ |

## *New Castle and Beaver Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| A. L. Crawford, President, | New Castle, Pa. |
| J. A. Crawford, Secretary and Treasurer, | New Castle, Pa. |

General offices at New Castle, Pa.

| *Directors.* | *Residences.* |
|---|---|
| R. W. Cunningham, | New Castle, Pa. |
| William Patterson, | New Castle, Pa. |
| W. L. Scott, | Erie, Pa. |
| G. W. Crawford, | New Castle, Pa. |
| William Harbaugh, | Sewickly, Pa. |
| L. H. Meyer, | New York, N. Y. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Homewood, Pa., to New Castle, Pa., | 14.982 | 14.982 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $866,001 | 59 |
| Accounts receivable, | 22,612 | 66 |
| Cash in bank, | 62,079 | 74 |
| | $950,693 | 99 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $700,000 | 00 |
| Income under lease, | 250,693 | 99 |
| | $950,693 | 99 |

# *New York, Chicago and St. Louis.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. K. Vanderbilt, President, | New York, N. Y. |
| D. W. Caldwell, Vice President, | Cleveland, O. |
| F. W. Vanderbilt, Secretary and Treasurer, | New York, N. Y. |
| Samuel E. Williamson, General Solicitor, | Cleveland, O. |
| Lewis Williams, General Manager, | Cleveland, O. |
| G. H. Kimball, Division Superintendent, | Cleveland, O. |
| A. H. Evans, Division Superintendent, | Chicago, Ill. |
| James P. Curry, Auditor, | Cleveland, O. |

General offices at Cleveland, O.

| *Directors.* | *Residences.* |
|---|---|
| W. K. Vanderbilt, | New York, N. Y. |
| Cornelius Vanderbilt, | New York, N. Y. |
| Augustus Schell, | New York, N. Y. |
| J. H. Devereux, | Cleveland, O. |
| Stevenson Burke, | Cleveland, O. |
| D. W. Caldwell, | Cleveland, O. |
| J. Tillinghast, | New York, N. Y. |
| H. McK. Twombly, | New York, N. Y. |
| W. C. Whitney, | New York, N. Y. |
| F. W. Vanderbilt, | New York, N. Y. |
| Anson Stager, | Chicago, Ill. |
| J. H. Wade, | Cleveland, O. |
| Charles Hickox, | Cleveland, O. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from New York, Lake Erie and Western railroad junction at Buffalo, N. Y., to Lake Shore and Michigan Southern railway junction at Grand Crossing, Ill., | 512.54 | 43.98 |
| Length of single main track, | 512.54 | |
| Length of second main track, | 5.94 | |
| Use tracks of other companies, In Buffalo, | 1.60 | |
| Use tracks of other companies, From Grand Crossing to Chicago, | 8.90 | |

## ASSETS.

| | | |
|---|---|---|
| Cost of road and equipment, | $70,504,635 | 92 |
| Materials and fuel on hand, | 76,533 | 45 |
| Cash on hand, | 71,079 | 55 |
| Cash in hands of Union Trust Company, New York, | 437,410 | 00 |
| Due from agents and others, | 157,434 | 14 |
| Due from other railroad companies, | 213,659 | 54 |
| Amount held by equipment bond trustees, | 845,712 | 48 |
| Stock, Cincinnati, Hamilton and Dayton Railroad Company, | 578,547 | 33 |
| Sundries, | 108,375 | 00 |
| Profit and loss, | 774,293 | 65 |
| | $73,767,681 | 06 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $50,000,000 | 00 |
| Funded debt, | 19,600,000 | 00 |
| Bills payable, | 3,109,241 | 28 |
| Accounts payable, | 422,181 | 95 |
| Due other railroad companies, | 26,716 | 58 |
| Interest coupons matured but not presented, | 452,410 | 00 |
| Interest on funded debt accrued but not due, | 157,000 | 00 |
| Sundries, | 131 | 25 |
| | $73,767,681 | 06 |

## *New York, Lake Erie and Western.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Hugh J. Jewett, President, | P. O. Box 839 New York city. |
| George R. Blanchard, Vice President, | P. O. Box 839 New York city. |
| Robert Harris, Vice President, | P. O. Box 839 New York city. |
| Augustus R. Macdonough, Secretary, | P. O. Box 839 New York city. |
| Bird W. Spencer, Treasurer, | P. O. Box 839 New York city. |
| Stephen Little, Comptroller, | P. O. Box 839 New York city. |
| Edmund S. Bowen, General Superintendent, | P. O. Box 839 New York city. |

| *Directors.* | *Residences.* |
|---|---|
| Theron R. Butler, | 433 Fifth avenue. |
| Charles Dana, | 105 East Eighteenth street. |
| F. N. Drake, | Corning, N. Y. |
| Thomas Dickson, | Scranton, Pa. |
| Harrison Durkee, | 714 Fifth avenue. |
| R. Suydam Grant, | 11 Gramercy Park. |
| James J. Goodwin, | 45 West Thirty-fourth street. |
| Solomon S. Guthrie, | Buffalo, N. Y. |
| Hugh J. Jewett, | 289 Madson avenue. |
| John Taylor Johnston, | 8 Fifth avenue. |
| Cortlandt Parker, | Newark, N. J. |
| John Fred'k Pierson, | 318 Madison avenue. |
| Homer Ramsdell, | Newburgh, N. Y. |
| Jacob H. Scheff, | 35 West Fifty-seventh street. |
| William L. Strong, | 25 West Thirtieth street. |
| J. Lowber Welsh, | Philadelphia, Pa. |

## CHARACTERISTICS OF ROAD.

| | Length in this State.* | Length out of this State.* | Total length. |
|---|---|---|---|
| † Main line of road from Jersey City, N. J., to Dunkirk, New York, | 387.792 | 72.237 | 460.029 |
| Main line laid, | 387.792 | 72.237 | 460.029 |
| Branches owned, (built,) | 96.548 | | 96.548 |
| Lines leased, (built) or operated, | 393.132 | 649.219 | 1,042.351 |
| Total main line (laid,) branches owned, and lines leased or operated, | 877.472 | 721.456 | 1,598.928 |
| Second track on main line, | 260.889 | 69.975 | 330.864 |
| Second track on branches owned or lines leased or operated, | 95.353 | 11.441 | 106.794 |
| Total second track, | 356.242 | 81.416 | 437.658 |
| Third rail on main line and branches reduced to single track, | 151.667 | 55.222 | 206.889 |
| Third rail on sidings, | 37.664 | 45.492 | 83.156 |
| Total rail and sidings, | 189.331 | 100.714 | 290.045 |
| Sidings and turnouts on main line, | 194.503 | 97.598 | 292.101 |
| Sidings and turnouts on branches owned and on lines leased or operated, | 203.947 | 249.741 | 453.688 |
| Total sidings, | 398.450 | 347.339 | 745.789 |
| Aggregate of all tracks on main line, branches owned and lines leased or operated, including all sidings and turnouts, | 1,821.495 | 1,250.925 | 3,072.420 |

*New York.

† The main line of road of the New York and Erie Railroad Company, as designated in its charter, extended from Piermont to Dunkirk. Subsequently, by lease of the Union railroad, the Paterson and Ramapo railroad, the Paterson and Hudson River railroad, and the Long Dock Company, the New York and Erie Railroad Company acquired a line of road from Suffern, a point on its original main line, to Long Dock, Jersey City, opposite the city of New York, a distance of 30.885 miles.

The Erie Railway Company, the successor of the New York and Erie Railroad Company, operated as its main line the road from Dunkirk, by way of Suffern, to Jersey City, and has at all times so reported in its annual reports to the State Engineer and Surveyor since 1863.

The same conditions obtain in the use and operation of the road by the present company as the successor of the Erie Railway Company, and the main line of road is stated as extending from Jersey City to Dunkirk, accordingly; the portion of the original main line from Suffern to Piermont, a distance of 17.97 miles, being reported as a branch.

## CONDENSED BALANCE SHEET SEPTEMBER 30, 1882, AND SEPTEMBER 30, 1883.

DR.

| Accounts. | 1882. | | 1883. | | Increase. | | Decrease. | |
|---|---|---|---|---|---|---|---|---|
| Construction, main line, | $3,290,819 | 52 | | | | | | |
| Special fund: | | | | | | | | |
| Second track, | 1,067,141 | 14 | | | | | | |
| Third track, | 2,942 | 40 | $4,737,102 | 46 | $194,380 | 66 | | |
| Grading, | 1,507 | 55 | | | | | | |
| Right of way, | 2,250 | 00 | | | | | | |
| Improvements at Buffalo, | 141,504 | 60 | | | | | | |
| Engine-house at Bergen, | 36,556 | 59 | | | | | | |
| Third rail: | | | | | | | | |
| General account, | 217,036 | 70 | 1,178,448 | 89 | | | $246,017 | 01 |
| Special fund, | 1,207,429 | 20 | | | | | | |
| Equipment, | 1,184,441 | 59 | 2,315,190 | 29 | 734,432 | 70 | | |
| Special fund, | 396,316 | 00 | | | | | | |
| Real estate, | 441,306 | 64 | 612,499 | 12 | 32,248 | 44 | | |
| Buffalo, | 121,228 | 04 | | | | | | |
| Special fund, | 14,716 | 00 | | | | | | |
| Construction, branch lines, | 398,862 | 20 | 443,258 | 48 | 41,712 | 78 | | |
| Special fund, Erie Int'l railway, | 2,683 | 50 | | | | | | |
| New York, Pennsylvania and Ohio railroad, construction, | | | 46,749 | 05 | 46,749 | 05 | | |
| Elevator at Buffalo, general account, | 7,394 | 00 | 211,367 | 16 | | | | |
| Special fund, | 203,973 | 16 | | | | | | |
| Ship basin and docks at Jersey City, general account, | 115,600 | 22 | 214,538 | 77 | | | | |
| Special fund, | 98,938 | 55 | | | | | | |
| Lehigh Docks, Buffalo, | 126,713 | 72 | 126,713 | 72 | | | | |
| Weehawken docks, construction, | 37,113 | 11 | 40,503 | 19 | 3,390 | 08 | | |
| Erie coal docks, Buffalo, | 134,545 | 09 | 153,344 | 52 | 18,799 | 43 | | |
| New York and Fort Lee railroad, | 25,346 | 45 | 25,346 | 45 | | | | |
| Improvements at Union stock-yards, Fortieth street, New York city, | 31,565 | 92 | 31,565 | 92 | | | | |
| Flagg's railway gate, | 3,500 | 00 | 3,500 | 00 | | | | |
| Amounts paid on account of equipment, | 2,602,501 | 29 | 3,800,306 | 17 | 1,197,804 | 88 | | |
| Stocks of other companies, | 3,269,107 | 16 | 2,909,652 | 16 | | | 359,455 | 00 |
| Bonds of other companies, | 273,819 | 60 | 293,819 | 60 | 20,000 | 00 | | |
| Amounts due by agents, other companies, and individuals on current accounts, | 3,158,479 | 00 | 4,298,851 | 77 | 1,140,372 | 77 | | |
| New York, Lake Erie and Western Coal and Railroad Company, advances, | 1,220,615 | 42 | 1,721,547 | 48 | 503,932 | 06 | | |

## CONDENSED BALANCE SHEET—Continued.

DR.

| ACCOUNTS. | 1882. | | 1883. | | Increase. | | Decrease. | |
|---|---|---|---|---|---|---|---|---|
| New York, Lake Erie and Western Docks and Improvement Company, advances. | $270,694 | 02 | $427,623 | 59 | $156,929 | 57 | | |
| Material and supplies on hand at shops and on road, | 976,094 | 84 | 1,596,228 | 93 | 620,134 | 09 | | |
| Cash on hand, | 508,617 | 53 | 322,459 | 57 | | | $186,157 | 96 |
| Cash in London to pay coupons, | 14,126 | 33 | 10,900 | 20 | | | 3,226 | 13 |
| Bills receivable, | 34,666 | 69 | 34,666 | 69 | | | | |
| Discount on common stock, | 269,675 | 00 | 269,675 | 00 | | | | |
| Discount on bonds, | 29,788 | 16 | 476,163 | 10 | 446,374 | 94 | | |
| Chicago and Atlantic Railway Company, advances, | | | 1,254,249 | 76 | 1,254,249 | 76 | | |
| The estate of the Erie Railway Company, | 150,629,734 | 71 | 150,311,883 | 15 | | | 347,851 | 55 |
| Special fund, miscellaneous, | 29,999 | 99 | | | | | | |
| Commissions and expenses extending New York and Erie railroad, third mortgage bonds, | | | 218,340 | 00 | 218,340 | 00 | | |
| Totals, | $172,602,351 | 63 | $178,089,495 | 19 | $6,629,851 | 21 | $1,142,707 | 65 |
| | | | 172,602,351 | 63 | 1,142,707 | 65 | | |
| Net increase, | | | $5,487,143 | 56 | $5,487,143 | 56 | | |

## CONDENSED BALANCE SHEET—Continued.

CR.

| Accounts. | 1882. | | 1883. | | Increase. | | Decrease. | |
|---|---|---|---|---|---|---|---|---|
| Common stock issued at this date, | $77,087,600 | 00 | $77,150,600 | 00 | $63,000 | 00 | | |
| Preferred stock issued at this date, | 7,987,500 | 00 | 8,134,800 | 00 | 147,300 | 00 | | |
| Funded debt, as per statement, | 70,267,137 | 65 | 75,267,136 | 90 | 4,999,999 | 25 | | |
| Loans payable, | 650,000 | 00 | 534,000 | 00 | | | $116,000 | 00 |
| Bills payable, | 49,500 | 00 | 173,634 | 22 | 124,134 | 22 | | |
| Interest on funded debt, (due and accrued,) | 1,157,874 | 55 | 1,292,002 | 17 | 134,127 | 62 | | |
| Preferred stock, dividend No. 1, | 4,380 | 00 | 4,308 | 00 | | | 72 | 00 |
| Preferred stock, dividend No. 2, | | | 216 | 00 | 216 | 00 | | |
| Rental of leased lines, etc., | 341,051 | 16 | 409,850 | 60 | 68,799 | 44 | | |
| New York, Pennsylvania and Ohio Railroad Company, rent, | | | 632,165 | 99 | 632,165 | 99 | | |
| Amounts due to other companies and individuals on current account: | | | | | | | | |
| Pay-rolls for September, payable in October, | 684,825 | 66 | 939,583 | 85 | 254,758 | 19 | | |
| Audited vouchers for supplies, etc., including September vouchers, | 1,652,440 | 92 | 1,810,304 | 18 | 157,863 | 26 | | |
| Traffic balances, etc., | 598,066 | 33 | 1,018,520 | 49 | 420,454 | 16 | | |
| Sundries, | 130,479 | 47 | 217,567 | 02 | 87,087 | 55 | | |
| Assessments on the common stock of the Erie Railway Company, ($4 per share,) | 2,791,224 | 00 | 2,791,224 | 00 | | | | |
| Assessments on the preferred stock of the Erie Railway Company, ($2 per share,) | 116,490 | 00 | 116,490 | 00 | | | | |
| Interest on assessments received on stock of the Erie Railway Company, and interest and profits on investments, sterling exchange, etc., | 376,737 | 47 | 376,737 | 47 | | | | |
| Advances to construct New York, Lake Erie and Western Coal and railroad, and other improvements, | 2,236,666 | 66 | | | | | 2,236,666 | 66 |
| Sinking fund, re-organization first lien bonds, | | | 100,000 | 00 | 100,000 | 00 | | |
| Profit and loss, | 6,470,377 | 76 | 7,120,354 | 30 | 649,976 | 54 | | |
| Total, | $172,602,351 | 63 | $178,089,495 | 19 | $7,839,882 | 22 | $2,352,738 | 66 |
| | | | 172,602,351 | 63 | 2,352,738 | 66 | | |
| Net increase, | | | $5,487,143 | 56 | $5,487,143 | 56 | | |

# *New York, Lake Erie and Western Coal.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| ——— ———, President, (vacant) | |
| Robert Harris, Vice President, | New York city, N. Y. |
| Augustus R. Macdonough, Secretary, | New York city, N. Y. |
| Bird W. Spencer, Treasurer, | New York city, N. Y. |

General offices at Bradford, Pa.

| *Directors.* | *Residences.* |
|---|---|
| J. Lowber Welsh, | Philadelphia, Pa. |
| Henry G. Clay, | Philadelphia, Pa. |
| Elisha K. Kane, | Kane, Pa. |
| Robert Harris, | New York city, N. Y. |
| Augustus R. Macdonough, | New York city, N. Y. |
| Charles G. Barber, | New York city, N. Y. |
| (One vacancy.) | |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line from Crawford Junction to Johnsonburg, | | 29.92 | 29.92 |
| Length of single main track, | | 29.92 | 29.92 |
| **Branches.** | | | |
| Altonloop branch, from Alton to Riderville, | Length of road, | 1.12 | 1.12 |
| | Length of single track, | 1.12 | 1.12 |
| Bucktail branch, from Rasselas to Bucktail mines, | Length of road, | 2.38 | 2.38 |
| | Length of single track, | 2.38 | 2.38 |
| Dagus branch, from Dagus mines to Daguscahonda, | Length of road, | 5 9 | 5.9 |
| | Length of single track, | 5.9 | 5.9 |

## ASSETS.

| | | |
|---|---|---|
| Cost of road, | $1,858,311 | 52 |
| Real estate, | 512,645 | 56 |
| Roberts' lot spur, | 14,033 | 45 |
| New York, Lake Erie and Western Railroad Company advances, | 171,284 | 58 |
| New York, Lake Erie and Western Railroad Company general account, | 74,608 | 14 |
| North Western Mining and Exchange Company, | 62,508 | 96 |
| Cash on hand December 31, 1883, | 684 | 86 |
| Rochester and Pittsburgh Railroad Company, | 24,900 | 00 |
| | $2,718,977 | 07 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $500,000 | 00 |
| Mortgage bonds, | 1,900,000 | 00 |
| Mortgages on real estate, | 89,213 | 56 |
| Vouchers audited, | 60,284 | 58 |
| Pay-rolls, | 7,385 | 87 |
| Unclaimed wages, | 666 | 02 |
| Accrued interest on funded debt, | 133,000 | 00 |
| Accrued interest on mortgages on real estate, | 11,872 | 60 |
| Pennsylvania Railroad Company, | 175 | 69 |
| Profit and loss, (surplus,) | 16,378 | 75 |
| | $2,718,977 | 07 |

# *New York, Pennsylvania and Ohio.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Jarvis M. Adams, President, | Cleveland, O. |
| James F. Clark, Vice President, | Cleveland, O. |
| Thomas Warnock, Secretary, | Cleveland, O. |
| F. E. Rittman, Treasurer, | Cleveland, O. |
| Adams and Russell, General Solicitors, | Cleveland, O. |
| *Charles Latimer, Chief Engineer, | Cleveland, O. |
| *J. M. Ferris, General Manager, | Cleveland, O. |
| *A. L. Dunbar, Division Superintendent, | Meadville, Pa. |
| *J. W. Alsop, Division Superintendent, | Galion, O. |
| *N. F. Wood, Division Superintendent, | Cleveland, O. |

General offices at Cleveland, O.

| *Directors.* | *Residences.* |
|---|---|
| Jarvis M. Adams, | Cleveland, O. |
| James F. Clark, | Cleveland, O. |
| John Tod, | Cleveland, O. |
| S. L. Mather, | Cleveland, O. |
| J. M. Ferris, | Cleveland, O. |
| W. J. McKinnie, | Cleveland, O. |
| H. B. Perkins, | Warren, O. |
| W. H. Upson, | Akron, O. |
| C. C. Waite, | Cincinnati, O. |
| W. W. Scarborough, | Cincinnati, O. |
| George Boyce, | Sharon, Pa. |
| Robert Harris, | New York city. |
| W. W. McFarland, | New York city. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Salamanca, N. Y., to Dayton, O., | 388.036 | 92.420 |
| Length of single main track, | 388 036 | 92.420 |
| **Branches.** | | |
| Franklin branch, from Junction near Meadville, Pa., to Oil City, Pa., length of single track, | 33.780 | 33.780 |
| Silver Creek Branch, from near Wadsworth, O., to Silver Creek, O., length of single track, | 2.650 | |
| **Leased Roads.** | | |
| Cleveland and Mahoning railroad, from Cleveland, O., to Pennsylvania State line, length of single track, | 80.810 | |
| Niles and New Lisbon railroad, from Niles, O., to ore mines south of New Lisbon, O., length of single track, | 36.053 | |
| Liberty and Vienna railroad, from Junction near Girard to Vienna, length of single track, | 8.033 | |
| Westerman railroad, from Pennsylvania State line to Sharon, Pa., length of single track, | 2.092 | 2.092 |
| Sharon railway, from Middlesex, Pa., to New York, Pennsylvania and Ohio main line, length of single track, | 14.578 | 14.578 |
| Youngstown and Austintown railroad, from Youngstown, O., to Leadville coal mines, length of single track, | 3.870 | |

*Held office until 1st May, 1883, when the N. Y., L. E. & W. R. R. Co. commenced to operate the road under the lease.

**ASSETS.**

| | | |
|---|---|---|
| Cost of property purchased, | $137,875,368 | 64 |
| New construction, | 220,470 | 16 |
| Additions in 1880, | 96,344 | 67 |
| Additions in 1881, | 51,954 | 67 |
| Additions in 1882, | 107,465 | 57 |
| Additions in 1883, | 27,852 | 15 |
| Stock of Sharon railway, | 339,695 | 00 |
| Capital in Mansfield stock-yards, | 400 | 00 |
| Cash on hand, | 23,374 | 17 |
| Due by station agents, | 241 | 21 |
| Due by other railroads, | 1,007,710 | 95 |
| Sundry open accounts, | 295,545 | 32 |
| | $140,045,822 | 51 |

**LIABILITIES.**

| | | |
|---|---|---|
| Common stock, | $34,999,350 | 00 |
| Preferred stock, | 10,000,000 | 00 |
| Prior lien bonds, | 8,000,000 | 00 |
| First mortgage bonds, | 39,342,000 | 00 |
| Second mortgage bonds, | 14,500,000 | 00 |
| Third mortgage bonds, | 30,000,000 | 00 |
| Deferred warrants, | 1,607,047 | 50 |
| Special fund for additions in 1880, | 96,344 | 67 |
| Special fund for additions in 1881, | 51,954 | 67 |
| Special fund for additions in 1882, | 107,465 | 57 |
| Special fund for additions in 1883, | 35,000 | 00 |
| Unfunded debt, | 1,264,958 | 09 |
| Surplus, | 41,702 | 01 |
| | $140,045,822 | 51 |

## *New York, Ridgway and Pittsburgh.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| C. R. Earley, President, | Ridgway, Pa. |
| L. Rogers, Secretary, | Harrisburg, Pa. |
| J. H. Kershaw, Treasurer, | Philadelphia, Pa. |
| Lucore & Earley, General Solicitors, | Ridgway, Pa. |

General offices at 58 South Third street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Charles R. Earley, | Ridgway, Pa. |
| A. G. Curtin, | Bellefonte, Pa. |
| L. Rogers, | Harrisburg, Pa. |
| B. K. Jamison, | Philadelphia, Pa. |
| William M. Stewart, | Philadelphia, Pa. |
| J. H. Kershaw, | Philadelphia, Pa. |
| George Bull, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from State line to connections with low grade division of Allegheny Valley railroad, . . . . | 80 | 80 |
| **Branches.** | | |
| Length of branch, . . . . . | 20 | 20 |

# *Nesquehoning.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. B. Moorhead, President, . . . . . | Philadelphia. |
| C. F. Howell, Secretary and Treasurer, . . . . . | Philadelphia. |

General offices at Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| F. R. Cope, . . . . . | Philadelphia. |
| W. G. Moorhead, . . . . . | Philadelphia. |
| W. P. Cresson, . . . . . | Philadelphia. |
| I. V. Williamson, . . . . . | Philadelphia. |
| W. C. Ludwig, . . . . . | Philadelphia. |
| George Whitney, . . . . . | Philadelphia. |
| Joseph S. Harris, . . . . . | Philadelphia. |
| E. W. Clark, . . . . . | Philadelphia. |
| P. C. Garrett, . . . . . | Philadelphia. |
| T. C. Henry, . . . . . | Philadelphia. |
| F. C. Yarnall, . . . . . | Overbrook, Pa. |
| Edward Lewis, . . . . . | Philadelphia. |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, . . . . . | $1,401,045 | 32 |
| Cash, . . . . . | 1,059 | 61 |
| | $1,402,104 | 93 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, 26,000 shares, . . . . . | $1,300,000 | 00 |
| Due the Lehigh Coal and Navigation Company, . . . . . | 100,915 | 43 |
| Dividends unpaid, . . . . . | 1,189 | 50 |
| | $1,402,104 | 93 |

## *Nittany Valley and Southern.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William A. Wallace, President, | Clearfield, Pa. |
| Thomas Yardley, Secretary *pro tem.*, | Lock Haven, Pa. |
| S. R. Peale, Treasurer, | Lock Haven, Pa. |
| W. C. Wetherill, Chief Engineer, | Lock Haven, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| S. R. Peale, | Lock Haven, Pa. |
| Frank McLaughlin, | Philadelphia, Pa. |
| John Hickey, | Philadelphia, Pa. |
| R. R. Peale, | Lock Haven, Pa. |
| W. H. Brown, | Lock Haven, Pa. |
| Thomas Yardley, | Lock Haven, Pa. |
| Justin J. Pie, | Lock Haven, Pa. |
| W. W. Morrison, | Lock Haven, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Beech Creek to Bellefonte, | 17 | |

## *North Pennsylvania.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Franklin A. Comly, President, | Philadelphia, Pa. |
| John S. Wise, Secretary and Treasurer, | Philadelphia, Pa. |
| William Rotch Wister, General Solicitor, | Philadelphia, Pa. |

General offices at No. 407 Walnut street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John Jordan, junior, | Philadelphia, Pa. |
| William C. Ludwig, | Philadelphia, Pa. |
| Edward C. Knight, | Philadelphia, Pa. |
| Alfred Hunt, | Bethlehem, Pa. |
| Ario Pardee, | Hazleton, Pa. |
| James H. Stevenson, | Philadelphia, Pa. |
| Richard J. Dobbins, | Philadelphia, Pa. |
| Charles A. Sparks, | Philadelphia, Pa. |
| Edwin H. Fitler, | Philadelphia, Pa. |

Thomas P. Stotesbury, . . . . . Philadelphia, Pa.
Thomas Cochran, . . . . . Philadelphia, Pa.
Thomas McKean, . . . . . Philadelphia, Pa.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Philadelphia (Willow street) to Bethlehem, Pa., | 55.6 | 55.6 |
| Length of single main track, | 29.3 | 29.3 |
| Length of second main track, | 26.3 | 26.3 |
| **Branches.** | | |
| Delaware River branch, from Jenkintown to middle of Delaware river, Length of road, | 20.5 | 20.5 |
| Delaware River branch, from Jenkintown to middle of Delaware river, Length of double track, | 20.5 | 20.5 |
| Doylestown branch, from Lansdale to Doylestown, Length of road, | 10.3 | 10.3 |
| Doylestown branch, from Lansdale to Doylestown, Length of single track, | 10.3 | 10.3 |
| Shimersville branch, (out of use,) length of road, | 1.8 | 1.8 |

# *Northern Central.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George B. Roberts, President, | Philadelphia, Pa. |
| Frank Thomson, Vice President, | Philadelphia, Pa. |
| Stephen W. White, Secretary, | Philadelphia, Pa. |
| John S. Leib, Treasurer, | Baltimore, Md. |
| John Scott, General Solicitor, | Philadelphia, Pa. |
| William H. Brown, Chief Engineer, | Philadelphia, Pa. |
| Charles E. Pugh, General Manager, | Philadelphia, Pa. |
| Robert Neilson, General Superintendent, | Williamsport, Pa. |
| H. W. Kapp, Division Superintendent, | Baltimore, Md. |
| E. B. Westfall, Division Superintendent, | Williamsport, Pa. |
| Alfred Walter, Division Superintendent, | Sunbury, Pa. |
| Spencer Meade, Division Superintendent, | Elmira, N. Y. |

| *Directors.* | *Residences.* |
|---|---|
| A. J. Cassatt, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| Samuel C. Huey, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| George Small, | Baltimore, Md. |
| B. F. Newcomer, | Baltimore, Md. |
| S. M. Shoemaker, | Baltimore, Md. |
| J. N. Hutchinson, | Philadelphia, Pa. |
| Dell Noblitt, | Philadelphia, Pa. |
| Harry Walters, | Baltimore, Md. |
| Henry Gilbert, | Harrisburg, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Baltimore, Md., to Sunbury, Pa., | 137.66 | 102.04 |
| Length of single main track, | 137 66 | 102.04 |
| Length of second main track, | 82.49 | 46.87 |
| **Branches.** | | |
| Green Spring branch, from Hollin's, Md., to Green Spring Junction, Md., Length of road, | 8.59 | |
| Green Spring branch, from Hollin's, Md., to Green Spring Junction, Md., Length of single track, | 8.59 | |
| Canton sidings, length of road, | 9.52 | |
| **Leased Roads.** | | |
| Elmira and Williamsport railroad, from Williamsport, Pa., to Elmira, N. Y., Length of road, | 75.50 | 69.00 |
| Elmira and Williamsport railroad, from Williamsport, Pa., to Elmira, N. Y., Length of single track, | 75.50 | 69.00 |
| Shamokin Valley and Pottsville railroad, from Sunbury, Pa., to Mt. Carmel, Pa., Length of road, | 27.30 | 27.30 |
| Shamokin Valley and Pottsville railroad, from Sunbury, Pa., to Mt. Carmel, Pa., Length of single track, | 27.30 | 27.30 |
| Rockville Branch railroad, from Dauphin, Pa., to Rockville, Length of road, | 2.83 | 2.83 |
| Rockville Branch railroad, from Dauphin, Pa., to Rockville, Length of single track, | .94 | .94 |
| Rockville Branch railroad, from Dauphin, Pa., to Rockville, Length of double track, | 1.89 | 1.89 |
| **Operated Roads.** | | |
| Summit Branch railroad, from Millersburg, Pa., to Williamstown, Pa., Length of road, | 19.70 | 19.70 |
| Summit Branch railroad, from Millersburg, Pa., to Williamstown, Pa., Length of single track, | 19.70 | 19.70 |
| Chemung railroad, from Elmira, N. Y., to Watkins, N. Y., Length of road, | 17.40 | |
| Chemung railroad, from Elmira, N. Y., to Watkins, N. Y., Length of single track, | 17.40 | |
| Elmira, Jefferson and Canandaigua railroad, from Watkins, N. Y., to Canandaigua, N. Y., Length of road, | 46.60 | |
| Elmira, Jefferson and Canandaigua railroad, from Watkins, N. Y., to Canandaigua, N. Y., Length of single track, | 46 60 | |
| Aggregate length of operated roads | 83.70 | 19.70 |
| Aggregate length of sidings and other tracks on above, | 19.13 | |

## ASSETS.

| | | |
|---|---|---|
| Railway and appurtenances, | $12,180,504 | 99 |
| Real estate, | 1,642,452 | 64 |
| Equipment, | 4,196,107 | 35 |
| Mortgages and ground rents receivable, | 9,752 | 33 |
| Stock of Chemung and Elmira, Jefferson and Canandaigua Railroad Companies, at cost, | 3,048,680 | 82 |
| Materials and supplies on hand, | 331,192 | 16 |
| Cash deposited in banks, | 727,822 | 71 |
| Due from agents, | 43,586 | 95 |
| Due from connecting roads, &c., | 586,174 | 99 |
| Bonds and stocks, | 1,335,838 | 96 |
| Trustees of sinking fund, | 521,752 | 26 |
| Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company, | 147,600 | 00 |
| | $24,771,466 | 16 |

## LIABILITIES.

| | | | |
|---|---|---|---|
| Capital stock, 130,000 shares, | | $6,500,000 | 00 |
| Mortgage to State of Maryland to secure annuity of $90,000 irredeemable, | | 1,500,000 | 00 |
| Mortgage sinking fund 6 per cent. coupon bonds due July 1, 1885, | | 1,490,000 | 00 |
| Mortgage 6 per cent. coupon bonds, due April 1, 1900, | | 1,126,000 | 00 |
| Mortgage 6 per cent. gold bonds, due July 1, 1900: Coupon bonds, $2,599,000; registered, $205,000, | | 2,804,000 | 00 |
| Consolidated general mortgage 6 per cent. gold bonds, due July 1, 1904: | | | |
| Series A and B (dollar or sterling) sinking fund coupon bonds, | $2,568,000 | | |
| Series B dollar coupon bonds, | 1,000,000 | | |
| Million loan dollar coupon bonds, | 987,000 | | |
| | | 4,555,000 | 00 |

| | | | |
|---|---|---|---|
| Second general mortgage 5 per cent. coupon bonds, due January 1, 1926: | | | |
| Series A, | $2,871,000 | | |
| Series B, | 1,000,000 | | |
| | | $3,871,000 | 00 |
| Mortgages and ground rents payable, | | 432,987 | 34 |
| Dividend payable January 15, 1884, | | 260,000 | 00 |
| Interest and rentals accrued, | | 423,086 | 25 |
| Vouchers and pay-rolls for December, | | 557,927 | 39 |
| Other liabilities, | | 179,315 | 86 |
| Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company, | | 146,620 | 56 |
| Profit and loss account, (surplus,) | | 925,528 | 76 |
| | | $24,771,466 | 16 |

## *North-East Pennsylvania.*

### *Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Joshua Comly, President, | —— |
| John S. Wise, Secretary and Treasurer, | —— |

General offices at 407 Walnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| John Jordan, junior, | Philadelphia. |
| William C. Ludwig, | Philadelphia. |
| Edward C. Knight, | Philadelphia. |
| Alfred Hunt, | Bethlehem, Pa. |
| James H. Stevenson, | Philadelphia. |
| Richard J. Dobbins, | Philadelphia. |
| Charles A. Sparks, | Philadelphia. |
| Franklin A. Comly, | Philadelphia. |
| Thomas P. Stotesbury, | Philadelphia. |
| G. J. Mitchell, | Hatboro', Montgomery co , Pa. |
| Isaac Warner, junior, | Hatboro', Montgomery co., Pa. |
| I. Newton Evans, | Hatboro', Montgomery co., Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Abington to Hartsville, | 9.8 | 9.8 |
| Length of single main track, | 9 8 | 9.8 |

## *North and West Branch.*

### *Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| D. J. Waller, President, | Bloomsburg, Pa. |
| J. N. DuBarry, Vice President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| C. R. Buckalew, | Bloomsburg, Pa. |
| J. N. DuBarry, | Philadelphia. |
| John P. Green, | Philadelphia. |
| Strickland Kneass, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| William Neal, | Bloomsburg, Pa. |
| Henry W. Palmer, | Wilkes-Barre, Pa. |
| Charles Parrish, | Wilkes-Barre, Pa. |
| G. B. Roberts, | Philadelphia. |
| N. Parker Shortridge, | Philadelphia. |
| Edmund Smith, | Philadelphia. |
| Henry D. Welsh, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Catawissa to South Wilkes-Barre, | 42 | 42 |
| Length of single main track, | 42 | 42 |

## *Oil City and Ridgway.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. W. Jones, President, | Philadelphia, Pa. |
| J. R. Trimble, Secretary and Treasurer, | Philadelphia, Pa. |
| Ensign Bennett, General Manager, | Buffalo, N. Y. |

General offices at 242 South Third street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| C. H. Clark, | Philadelphia, Pa. |
| G. F. Tyler, | Philadelphia, Pa. |
| B. K. Jamison, | Philadelphia, Pa. |
| E. A. Rollins, | Philadelphia, Pa. |
| H. M. Sill, | Philadelphia, Pa. |
| A. N. Martin, | New York city. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from South Oil City to Cranberry mines, | 6 | 6 |
| Length of single main track, | 6 | 6 |

## *Olean, Bradford and Warren.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. W. Jones, President, | Philadelphia, Pa. |
| Franklin S. Buell, Secretary and Treasurer, | Buffalo, N. Y. |
| C. E. Kimball, Assistant Secretary, | New York city. |

| *Directors.* | *Residences.* |
|---|---|
| J. W. Jones, | Philadelphia, Pa. |
| Isaac V. Seligman, | New York city. |
| T. W. Seligman, | New York city. |
| O. H. Clark, | Philadelphia, Pa. |
| H. B. Tyler, | Philadelphia, Pa. |
| B. K. Jamison, | Philadelphia, Pa. |
| C. S. Cary, | Olean, N. Y. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from New York State line to Bradford, Pa., | 10.43 | 10.43 |

## *Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George B. Roberts, President, | Philadelphia, Pa. |
| Edmund Smith, First Vice President, | Philadelphia, Pa. |
| Frank Thomson, Second Vice President, | Philadelphia, Pa. |
| J. N. DuBarry, Third Vice President, | Philadelphia, Pa. |
| John P. Green, Fourth Vice President, | Philadelphia, Pa. |
| John C. Sims, Jr., Secretary, | Philadelphia, Pa. |
| John D. Taylor, Treasurer, | Philadelphia, Pa. |
| John Scott, General Solicitor, | Philadelphia, Pa. |
| William H. Brown, Chief Engineer, | Philadelphia, Pa. |
| Charles E. Pugh, General Manager, | Philadelphia, Pa. |
| S. M. Prevost, General Superintendent, | Altoona, Pa. |
| Thomas Gucker, Division Superintendent, | Philadelphia, Pa. |
| O. E. McClellan, Division Superintendent, | Harrisburg, Pa. |
| Robert Pitcairn, Division Superintendent, | Pittsburgh, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| George B. Roberts, | 233 South Fourth st., Philadelphia, Pa. |
| Wistar Morris, | 209 South Third st., Philadelphia, Pa. |
| Alexander M. Fox, | 1415 North Broad st., Philadelphia, Pa. |
| Alexander Biddle, | 1307 Walnut street, Philadelphia, Pa. |
| N. Parker Shortridge, | Wynnewood, Montgomery co., Pa. |
| Henry M. Phillips, | 128 South Sixth st., Philadelphia, Pa. |
| D. B. Cummins, | Girard National Bank, Philadelphia, Pa. |
| Henry D. Welsh, | 524 Marshall street, Philadelphia, Pa. |

| | |
|---|---|
| John Price Wetherill, | 430 Walnut street, Philadelphia, Pa. |
| William L. Elkins, | 125 Arch street, Philadelphia, Pa. |
| William Thaw, | Pittsburgh, Pa. |
| H. H. Houston, | 308 Walnut street, Philadelphia, Pa. |
| A. J. Cassatt, | Haverford College, Montgomery co., Pa. |
| Edmund Smith, | 233 S. Fourth st., Philadelphia, Pa. |
| Frank Thomson, | 233 S. Fourth st., Philadelphia, Pa. |
| J. N. DuBarry, | 233 S. Fourth st., Philadelphia, Pa. |
| John P. Green, | 233 S. Fourth st, Philadelphia, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| *Length of main line, from Harrisburg to Pittsburgh, | | 248.26 | 248.26 |
| Length of second main track, | | 248.26 | 248.26 |
| Length of third main track, | | 67.74 | 67.74 |
| **Branches Owned.** | | | |
| *Operated as part of Philadelphia division, Pennsylvania railroad.* | | | |
| Delaware Extension branch, from Dock street, Philadelphia, to West Philadelphia, | Length of road, | 7.84 | 7.84 |
| | Length of single track, | .41 | .41 |
| | Length of double track, | 7.43 | 7.43 |
| Girard Point Extension branch, from Hamburg Junction to Girard Point and Point Breeze, | Length of road, | 2.06 | 2.06 |
| | Length of single track, | 2.06 | 2.06 |
| Schuylkill River branch, from Arsenal bridge to Haverford street, West Philadelphia, | Length of road, | 1.70 | 1.70 |
| | Length of single track, | .04 | .04 |
| | Length of double track, | 1.66 | 1.66 |
| Filbert Street Extension branch, from Broad street station to west side Thirtieth street, | Length of road, | 1.00 | 1.00 |
| | Length of double track, | 1.00 | 1.00 |
| Philadelphia and Columbia railroad branch, from West Philadelphia to Columbia, Pa., | Length of road, | 80.17 | 80.17 |
| | Length of double track, | 80.17 | 80.17 |
| Fifty-second Street branch, from Fifty-second street station to south side Monticello street, | Length of road, | .14 | .14 |
| | Length of double track, | .14 | .14 |
| *Operated as part of Frederick division, Pennsylvania railroad.* | | | |
| Frazer branch, from Frazer to near Woodlands, | Length of road, | 1.80 | 1.80 |
| | Length of single track, | 1.80 | 1.80 |
| Columbia bridge, from Columbia, over Susquehanna river, to Wrightsville, | Length of road, | 1.20 | 1.20 |
| | Length of single track, | 1.20 | 1.20 |
| York branch, from Wrightsville to York, | Length of road, | 12.00 | 12.00 |
| | Length of single track, | 12.00 | 12.00 |
| *Operated as part of Tyrone division, Pennsylvania railroad.* | | | |
| Tyrone branch, from Tyrone to Vail, | Length of road, | 3.15 | 3.15 |
| | Length of single track, | 1.34 | 1.34 |
| | Length of double track, | 1.81 | 1.81 |
| *Operated as part of Altoona division, Pennsylvania railroad.* | | | |
| Hollidaysburg branch, from Altoona to Hollidaysburg and "Y" switches at junction of New Portage railroad, | Length of road, | 9.60 | 9.60 |
| | Length of single track, | 9.60 | 9.60 |
| Morrison's Cove branch, from Williamsburg Junction to Henrietta, | Length of road, | 18.90 | 18.90 |
| | Length of single track, | 18.90 | 18.90 |
| Martinsburg branch, from Martinsburg Junction to Martinsburg, | Length of road, | .70 | .70 |
| | Length of single track, | .70 | .70 |
| Bloomfield branch from Roaring Spring to Ore Hill, | Length of road, | 3.00 | 3.00 |
| | Length of single track, | 3.00 | 3.00 |

*From division post Harrisburg to east end Altoona yard (130.2 miles double track) is operated as part of middle division, Pennsylvania railroad; from east end to west end Altoona yard (1.9 miles double track) is operated as part of Altoona division, Pennsylvania railroad; and from west end of Altoona yard to Pittsburgh (116 34 miles double track) is operated as part of Pittsburgh division, Pennsylvania railroad.

| | | | |
|---|---|---|---|
| Williamsburg branch. from Williamsburg Junction to Williamsburg, | Length of road, | 13.30 | 13 30 |
| | Length of single track, | 13.30 | 13 30 |
| Springfield branch, from Springfield Junction to ore mines, | Length of road, | 8.20 | 8.20 |
| | Length of single track, | 8.20 | 8.20 |
| *Operated as part of Western Pennsylvania division, P. R. R.* | | | |
| Indiana branch, from Blairsville Intersection, to Indiana, | Length of road, | 18.91 | 18.91 |
| | Length of single track, | 18.91 | 18.91 |
| *Operated as part of Monongahela division, P. R. R.* | | | |
| Port Perry branch, from Brintons to Thomson, | Length of road, | 1.57 | 1.57 |
| | Length of single track, | .60 | .60 |
| | Length of double track, | .97 | .97 |
| *Operated as part of Susquehanna division, N. C. Ry.* | | | |
| Rockville branch, from Dauphin to Rockville, | Length of road, | 2.83 | 2.83 |
| | Length of single track, | .94 | .94 |
| | Length of double track, | 1.89 | 1.89 |
| **Operated, Leased, and Controlled Roads.** | | | |
| *Operated as the New York division of the united roads of the New Jersey division.* | | | |
| New Jersey railroad, from Hudson River, J. C., to 3½ miles west of New Brunswick, N. J., | Length of road, | 33.64 | |
| | Length of double track, | 33.64 | |
| Harsimus branch, from Harsimus Junction to Pier No. 3, Harsimus, N. J., | Length of road, | 1.55 | |
| | Length of single track, | .10 | |
| | Length of double track, | 1.45 | |
| National Docks railway, from Communipaw Junction to Communipaw, N. J., | Length of road, | 1.92 | |
| | Length of single track, | .22 | |
| | Length of double track, | 1.70 | |
| Centre Street branch, from East Newark to Marketstreet, Jersey City, N.J., | Length of road, | 1.36 | |
| | Length of single track, | .39 | |
| | Length of double track, | .97 | |
| Bonhampton branch, from Metuchen to Bonhampton, N. J., | Length of road, | 1.89 | |
| | Length of single track, | 1.89 | |
| Perth Amboy and Woodbridge railroad, from Rahway to Perth Amboy, N. J., | Length of road, | 6.40 | |
| | Length of single track, | 6.26 | |
| | Length of double track, | .14 | |
| Millstone and New Brunswick railroad, from New Brunswick to East Millstone, N. J., | Length of road, | 6.65 | |
| | Length of single track, | 6.65 | |
| Trenton branch, (U. N. J. R. R. & C. Co.,) from 3½ miles west of New Brunswick, to east end Delaware Bridge, N. J., | Length of road, | 23.02 | |
| | Length of double track, | 23.02 | |
| Kingston branch, from Monmouth Junction to Kingston, N. J., | Length of road, | 4.16 | |
| | Length of single track, | 4.16 | |
| Rocky Hill and Kingston railroad, from Kingston to Rocky Hill, N. J., | Length of road, | 2.38 | |
| | Length of single track, | 2.38 | |
| Princeton branch, from Princeton Junction to Princeton, N. J., | Length of road, | 3.13 | |
| | Length of single track, | 3.13 | |
| Trenton-Delaware bridge, from Trenton, N. J., to Morrisville, Pa., | Length of bridge, | .19 | |
| | Length of double track, | .19 | |
| Philadelphia and Trenton railroad, from Morrisville to Kensington, | Length of road, | 26.42 | 26.42 |
| | Length of double track, | 26.42 | 26.42 |
| Tioga Street branch, from Philadelphia and Trenton railroad in Kensington to Delaware river, | Length of road, | 1.23 | 1.23 |
| | Length of single track, | 1.23 | 1.23 |
| Frankford and Holmesburg railroad, from Holmesburg Junction to Bustleton, | Length of road, | 4.16 | 4.16 |
| | Length of single track, | 4.16 | 4.16 |
| *River Front railroad, from Lehigh avenue, Philadelphia, to Dock street, Philadelphia, | Length of road, | 3.62 | 3.62 |
| | Length of single track, | 1.35 | 1.35 |
| | Length of double track, | 2.27 | 2.27 |
| Connecting railway, from Frankford Junction to Mantua, | Length of road, | 6.75 | 6.75 |
| | Length of double track, | 6.75 | 6.75 |

*From Callowhill street to Dock street (.85 miles single track) is operated as part of Philadelphia division P. R. R.

| | | |
|---|---|---|
| *Amboy division of the united railroads of New Jersey division.* | | |
| Camden and Amboy railroad, from Camden to South Amboy, N. J., | Length of road, | 61.14 |
| | Length of single track, | 34.73 |
| | Length of double track, | 26.41 |
| Jamesburg branch, from Jamesburg to Monmouth Junction, N. J., | Length of road, | 5.52 |
| | Length of single track, | 3.40 |
| | Length of double track, | 2.12 |
| Freehold and Jamesburg Agr. railroad, from Jamesburg to Sea Girt, N. J., | Length of road, | 27.54 |
| | Length of single track, | 27.29 |
| | Length of double track, | .25 |
| Pemberton and Hightstown railroad, from Pemberton to Hightstown, N. J., | Length of road, | 24.47 |
| | Length of single track, | 24.47 |
| Bordentown branch, from Trenton to Bordentown, N. J., | Length of road, | 6.08 |
| | Length of single track, | 5.00 |
| | Length of double track, | 1.08 |
| Columbus, Kinkora and Springfield railroad, from Kinkora to New Lisbon, N. J., | Length of road, | 14.18 |
| | Length of single track, | 14.18 |
| Florence branch, from Florence to Wood's Iron Works, N. J., | Length of road, | 2.14 |
| | Length of single track, | 2.14 |
| Burlington and Mt. Holly railroad, from Burlington to Mt. Holly, N. J., | Length of road, | 7.15 |
| | Length of single track, | 7.15 |
| Camden and Burlington County railroad, from Camden and Burlington County Junction to Pemberton, N. J., | Length of road, | 22.46 |
| | Length of single track, | 22.46 |
| Vincentown branch, from Evansville to Vincentown, N. J., | Length of road, | 2.84 |
| | Length of single track, | 2.84 |
| Mt. Holly, Lumberton and Medford railroad, from Mt. Holly to Medford, N. J., | Length of road, | 6.19 |
| | Length of single track, | 6.19 |
| Philadelphia and Long Branch railroad, from Birmingham to Bay Head Junction, N. J., | Length of road, | 46.13 |
| | Length of single track, | 46.13 |
| *Operated as the Belvidere division of the united railroads of New Jersey division.* | | |
| Belvidere-Delaware railroad, from Trenton to Manunka Chunk, N. J., | Length of road, | 67.49 |
| | Length of single track, | 67.49 |
| Millham Cut-off. (Belvidere-Delaware railroad,) from Coalport to Millham Junction N. J., | Length of road, | 1.11 |
| | Length of double track, | 1.11 |
| Flemington railroad, from Lambertville to Flemington, N. J., | Length of road, | 11.67 |
| | Length of single track, | 11.67 |
| *Operated as West Jersey railroad lines.* | | |
| West Jersey railroad, from Camden to Cape May, N. J., | Length of road, | 81.47 |
| | Length of single track, | 61.51 |
| | Length of double track, | 19.96 |
| Swedesboro' branch, from Woodbury to Swedesboro', N. J., | Length of road, | 10.80 |
| | Length of single track, | 10.80 |
| Woodstown and Swedesboro' railroad, from Swedesboro' to Riddleton, N. J., | Length of road, | 11.24 |
| | Length of single track, | 11.24 |
| Bridgeton branch, from Glassboro' to Bridgeton, N. J., | Length of road, | 19.60 |
| | Length of single track, | 19.60 |
| Salem branch, from Elmer to Salem, N. J., | Length of road, | 17.12 |
| | Length of single track, | 17.12 |
| Sea Isle City branch, from Sea Isle Junction to Sea Isle City, N. J., | Length of road, | 4.80 |
| | Length of single track, | 4.80 |
| Pleasure railroad, (extension of Sea Isle City branch, to Townsends Inlet, N. J., | Length of road, | 2.31 |
| | Length of single track, | 2.31 |
| *Operated as Camden and Atlantic railroad lines.* | | |
| West Jersey and Atlantic railroad, from Newfield to Atlantic City, N. J., | Length of road, | 34.46 |
| | Length of single track, | 32.63 |
| | Length of double track, | 1.83 |
| Pleasantville and Ocean City branch, (West Jersey and Atlantic railroad,) from Pleasantville to Somer's Point, N. J., | Length of road, | 7.00 |
| | Length of single track, | 7.00 |

| | | | |
|---|---|---|---|
| Camden and Atlantic railroad, from Camden to Atlantic City, N. J., | Length of road, | 58.71 | |
| | Length of single track, | 51.76 | |
| | Length of double track, | 6.95 | |
| South Atlantic City branch, (Camden and Atlantic railroad,) from Atlantic City to South Atlantic City, N. J., | Length of road, | 5.71 | |
| | Length of single track, | 4.54 | |
| | Length of double track, | 1.17 | |
| Philadelphia, Marlton and Medford railroad, from Haddonfield to Medford, N. J., | Length of road, | 11.51 | |
| | Length of single track, | 11.51 | |
| *Operated as part of the Philadelphia division, Pennsylvania railroad.* | | | |
| West Chester railroad, from Woodland to West Chester, | Length of road, | 5.00 | 5.00 |
| | Length of single track, | 5.00 | 5.00 |
| Pomeroy and Newark railroad, from Pomeroy, Pa., to P., W. and B. railroad, Newark, Del., | Length of road, | 26.70 | 21.66 |
| | Length of single track, | 26.70 | 21.66 |
| East Brandywine and Waynesburg railroad, from Downingtown to New Holland, | Length of road, | 28.11 | 28.11 |
| | Length of single track, | 28.11 | 28.11 |
| *Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, from Dillerville Junction to Harrisburg, | Length of road, | 35.75 | 35.75 |
| | Length of single track, | 25.59 | 25.59 |
| | Length of double track, | 10.16 | 10.16 |
| Columbia branch, (H., P., Mt. J. and L. R. R.,) from branch intersection to Columbia, | Length of road, | 18.15 | 18.15 |
| | Length of double track, | 18.15 | 18.15 |
| Pennsylvania Schuylkill Valley railroad, from Frazer to Phœnixville, | Length of road, | 10.65 | 10.65 |
| | Length of single track, | 9.31 | 9.31 |
| | Length of double track, | 1.34 | 1.34 |
| *Operated as part of the Pittsburgh division, Pennsylvania railroad.* | | | |
| Ebensburg and Cresson railroad, from Cresson to Ebensburg, | Length of road. | 11.50 | 11.50 |
| | Length of single track, | 11.50 | 11.50 |
| South-West Pennsylvania railway, from South-West Pennsylvania Junction to Fairchance, | Length of road, | 44.10 | 44.10 |
| | Length of single track, | 44.10 | 44.10 |
| Sewickley branch, from junction South-West Pennsylvania railway to Tranger | Length of road, | 6.90 | 6.90 |
| | Length of single track, | 6.90 | 6.90 |
| Stonersville branch, from junction with South-West Pennsylvania railway to end of track, | Length of road, | 1.51 | 1.51 |
| | Length of single track, | 1.51 | 1.51 |
| Boyer Run branch, from junction with Sewickley branch to end of track, | Length of road, | 1.82 | 1.82 |
| | Length of single track, | 1 82 | 1.82 |
| Brinker Run branch, from junction with Sewickley branch to end of track, | Length of road, | 2.02 | 2.02 |
| | Length of single track, | 2.02 | 2.02 |
| Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch, | Length of road, | 1.87 | 1.87 |
| | Length of single track, | 1.87 | 1.87 |
| Overton branch, from junction with Scottdale branch to end of track, | Length of road, | 1.24 | 1.24 |
| | Length of single track, | 1.24 | 1.24 |
| June Bug branch, from junction Scottdale branch to end of track, | Length of road, | 1.20 | 1.20 |
| | Length of single track, | 1.20 | 1.20 |
| Schoonmaker branch, from June Bug branch to end of track, | Length of road, | .46 | .46 |
| | Length of single track, | .46 | .46 |
| Morewood branch, from north end of June Bug branch to Morewood, | Length of road, | 1.25 | 1.25 |
| | Length of single track, | 1.25 | 1.25 |
| Texas branch, from junction with June Bug branch to end of line, | Length of road, | 3.74 | 3.74 |
| | Length of single track, | 3.74 | 3.74 |
| Everson and Broad Ford branch, from junction with South-West Pennsylvania railway to junction with Youghiogheny Northern railway, | Length of road, | 1.90 | 1.90 |
| | Length of single track, | 1.90 | 1.90 |
| Opossum Run branch, from junction with South-West railway to end of track, | Length of road, | 3.90 | 3.90 |
| | Length of single track, | 3 90 | 3.90 |
| Morrell branch, from South-West Pennsylvania railway to end of track, | Length of road. | 1.18 | 1.18 |
| | Length of single track, | 1.18 | 1.18 |
| Fairchance branch, from junction with South-West Pennsylvania railway to end of tracks at Kyle coke works, | Length of road, | 1.68 | 1.68 |
| | Length of single track, | 1.68 | 1.68 |

*From division post to Market street, Harrisburg (73 mile double track) is operated as part of middle division, P. R. R.

| | | | |
|---|---|---|---|
| *Operated as part of Monongahela division, Pennsylvania railroad.* | | | |
| Pittsburgh, Virginia and Charleston railway, from junction with P., C. and St. L. railway, south side, Pittsburgh, to West Brownsville, | Length of road, | 53.23 | 53.23 |
| | Length of single track, | 51.17 | 51.17 |
| | Length of double track, | 2.06 | 2.06 |
| Vance's Mill branch, from Vance's Mill Junction to Connellsville Coke and Iron Company's shaft No. 2, | Length of road, | 2.91 | 2.91 |
| | Length of single track, | 2.91 | 2.91 |
| Redstone branch, from West Brownsville Junction, Pittsburgh, Virginia and Charleston railway, to Redstone Junction, South-West Pennsylvania railway, | Length of road, | 16.51 | 16.51 |
| | Length of single track, | 16.51 | 16.51 |
| Brownsville branch, from junction with Redstone branch to Brownsville, | Length of road, | 1.00 | 1.00 |
| | Length of single track, | 1.00 | 1.00 |
| *Operated as part of Western Pennsylvania division, Pennsylvania railroad.* | | | |
| Western Pennsylvania railroad, from Bolivar to Butler, | Length of road, | 69.02 | 69.02 |
| | Length of single track, | 69.02 | 69.02 |
| Western Pennsylvania railroad branch, from Butler Junction to Allegheny City, | Length of road, | 27.60 | 27.60 |
| | Length of single track, | 22.40 | 22.40 |
| | Length of double track, | 5.20 | 5.20 |
| *Operated as part of Altoona division, Pennsylvania railroad.* | | | |
| Newry railroad, from junction New Portage railroad to Newry, | Length of road, | 1.00 | 1.00 |
| | Length of single track, | 1.00 | 1.00 |
| *Operated as part of Tyrone division, Pennsylvania railroad.* | | | |
| Bald Eagle Valley railroad, from Vail to Lock Haven. | Length of road, | 51.20 | 51.20 |
| | Length of single track, | 51.20 | 51.20 |
| Bellefonte branch, from Milesburg to Bellefonte, | Length of road, | 2.91 | 2.91 |
| | Length of single track, | 2.91 | 2.91 |
| Snow Shoe branch, from Snow Shoe intersection to Per se, | Length of road, | 22.30 | 22.30 |
| | Length of single track, | 22.30 | 22.30 |
| Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mine, | Length of road, | 3.96 | 3.96 |
| | Length of single track, | 3.96 | 3.96 |
| Tyrone and Clearfield railroad, from Vail to Curwensville, | Length of road, | 44.04 | 44.04 |
| | Length of single track, | 44.04 | 44.04 |
| Moshannon branch, from Osceola Junction to Ramey, | Length of road, | 8.86 | 8.86 |
| | Length of single track, | 4.28 | 4.28 |
| | Length of double track, | 4.58 | 4.58 |
| Coal Run branch from Coal Run Junction to terminus, | Length of road, | 3.52 | 3.52 |
| | Length of single track, | 3.52 | 3.52 |
| Goss Run No. 1 branch, from Goss Run junction to terminus, | Length of road, | 1.91 | 1.91 |
| | Length of single track, | 1.91 | 1.91 |
| Goss Run No. 2 branch, from Goss Run junction No. 2 to terminus, | Length of road, | 1.63 | 1.63 |
| | Length of single track, | 1.63 | 1.63 |
| Goss Run No. 3 branch, from Goss Run junction No. 3 to terminus, | Length of road, | 1.42 | 1.42 |
| | Length of single track, | 1.42 | 1.42 |
| Houtzdale branch, from Houtzdale junction to terminus, | Length of road, | .74 | .74 |
| | Length of single track, | .74 | .74 |
| Mapleton branch No. 1, from Mapleton junction to terminus, | Length of road, | 2.21 | 2.21 |
| | Length of single track, | 2.21 | 2.21 |
| Crowell or Mapleton No. 2 branch, from Mapleton junction No. 2 to terminus, | Length of road, | 2.24 | 2.24 |
| | Length of single track, | 2.24 | 2.24 |
| Philipsburg branch, from Philipsburg junction to Morrisdale, | Length of road, | 3.73 | 3.73 |
| | Length of single track, | 3.73 | 3.73 |
| Moshannon and Clearfield railroad, from Moshannon and Clearfield junction to near Whiteside's summit, | Length of road, | 7.20 | 7.20 |
| | Length of single track, | 7.20 | 7.20 |
| Leskie branch, from Leskie junction to Leskie colliery, | Length of road, | 1.31 | 1.31 |
| | Length of single track, | 1.31 | 1.31 |
| Lewisburg and Tyrone railroad, (west end,) from Tyrone to Fairbrook, | Length of road, | 19.90 | 19.90 |
| | Length of single track, | 19.90 | 19.90 |
| Scotia branch, from Fairbrook to Scotia, | Length of road, | 5.26 | 5.26 |
| | Length of single track, | 5.26 | 5.26 |
| Juniata branch, from Juniata junction to Juniata, | Length of road, | 2.08 | 2.08 |
| | Length of single track, | 2.08 | 2.08 |

| | | | |
|---|---|---|---|
| *Operated as Bedford division, Pennsylvania railroad.* | | | |
| Bedford and Bridgeport railroad, from Mt. Dallas to State line, | Length of road, | 38.70 | 38.70 |
| | Length of single track, | 38.70 | 38.70 |
| Dunning's Creek branch, from Bedford to Holderbaum, | Length of road, | 10.50 | 10.50 |
| | Length of single track, | 10.50 | 10.50 |
| *Operated as part of Lewistown division, Pennsylvania railroad.* | | | |
| Mifflin and Centre County railroad, from Lewistown junction to Milroy, | Length of road | 12.31 | 12.31 |
| | Length of single track, | 12.31 | 12.31 |
| Lewistown and Tuscarora bridge over the Juniata river at Lewistown, | Length of bridge, | .12 | .12 |
| | Length of single track, | .12 | .12 |
| Sunbury and Lewistown railway, from Lewistown to Selinsgrove junction, | Length of road, | 43.31 | 43.31 |
| | Length of single track, | 43.31 | 43.31 |
| *Operated as part of Frederick division, Pennsylvania railroad.* | | | |
| Port Deposit branch, P. W. & B. R. R., from Port Deposit, Md., to Perryville, Md., | Length of road, | 3.87 | |
| | Length of single track, | 3.87 | |
| Columbia and Port Deposit railroad, from Columbia, Pa., to Port Deposit, Md., | Length of road, | 40.00 | 28.36 |
| | Length of single track, | 40.00 | 28.36 |
| Hanover and York railroad, from York to Hanover, | Length of road, | 18.35 | 18.35 |
| | Length of single track, | 18.35 | 18.35 |
| Littlestown railroad, from Hanover to Maryland State line, | Length of road, | 9.30 | 9.30 |
| | Length of single track, | 9.30 | 9.30 |
| Frederick and Pennsylvania State Line railroad, from Maryland State line to Frederick, Md., | Length of road, | 28.00 | |
| | Length of single track, | 28.00 | |
| *Operated as the Philadelphia and Erie railroad division.* | | | |
| Philadelphia and Erie railroad, from Erie to Sunbury, | Length of road, | 287.56 | 287.56 |
| | Length of single track, | 252.24 | 252.24 |
| | Length of double track, | 35.32 | 35.32 |
| Ridgway and Clearfield railroad, from Ridgway to Brockwayville, | Length of road. | 19.59 | 19.59 |
| | Length of single track, | 19.39 | 19.39 |
| | Length of double track, | .20 | .20 |
| Lewisburg and Tyrone railroad, (east end,) from (west end) Lewisburg bridge at Montandon to Spring Mills, | Length of road. | 43.18 | 43.18 |
| | Length of single track, | 43.18 | 43.18 |
| Lewisburg bridge, across Susquehanna river, at Lewisburg, | Length of bridge, | .24 | .24 |
| | Length of single track, | .24 | .24 |
| Sunbury, Hazleton and Wilkes-Barre railroad, from Sunbury to Tomhicken, | Length of road. | 43.44 | 43.44 |
| | Length of single track, | 43.44 | 43.44 |
| North and West-Branch railway, from Catawissa to Wilkes-Barre, | Length of road, | 43 00 | 43.00 |
| | Length of single track, | 43.00 | 43.00 |
| *Operated as Northern Central Railway lines.* | | | |
| Elmira, Jefferson and Canandaigua railroad, from Watkins, N. Y., to Canandaigua, N. Y., | Length of road, | 46.60 | |
| | Length of single track, | 46.60 | |
| Chemung railroad, from Chemung junction, N. Y., to Watkins, N. Y., | Length of road, | 17.40 | |
| | Length of single track, | 17.40 | |
| Elmira and Williamsport railroad, from Erie junction, N. Y., to Philadelphia and Erie railroad junction, | Length of road, | 75.50 | 69.00 |
| | Length of single track, | 75.50 | 69.00 |
| Shamokin Valley and Pottsville railroad, from Sunbury to Mt. Carmel, | Length of road, | 27.30 | 27.30 |
| | Length of single track, | 27.30 | 27.30 |
| Lancaster Branch railroad, from Connection to Hickory Ridge colliery, | Length of road. | 2.48 | 2.48 |
| | Length of single track, | 2.48 | 2.48 |
| Summit branch railroad, from Millersburg to Williamstown, | Length of road, | 19.70 | 19.70 |
| | Length of single track, | 19.70 | 19.70 |
| Northern Central railway, from Sunbury to Baltimore, | Length of road, | 137.66 | 102.04 |
| | Length of single track, | 55.17 | 55.17 |
| | Length of double track, | 82.49 | 46.87 |
| Green Spring branch, from Hollins to Green Spring Junction, | Length of road, | 8.59 | |
| | Length of single track, | 8.59 | |
| Union railroad, from center North street, Baltimore, to Bayview and Canton, | Length of road, | 8.64 | 8.64 |
| | Length of double track, | 8.64 | 8.64 |

| | | | |
|---|---|---|---|
| *Operated as Maryland division Philadelphia, Wilmington and Baltimore railroad.* | | | |
| Southwark railroad, from Broad and Prime streets, Philadelphia, to Dock street, Philadelphia, | Length of road, | 1.37 | 1.37 |
| | Length of double track, | 1.37 | 1.37 |
| Philadelphia, Wilmington and Baltimore railroad, from Broad and Prime street station, Phila., to Baltimore, Md., | Length of road, | 94.99 | 17.50 |
| | Length of single track, | 3 24 | .23 |
| | Length of double track, | 91.75 | 17.27 |
| Newark and Delaware City branch, from junction with Philadelphia, Wilmington and Baltimore railroad to Delaware City, Del., near Newark, Del., | Length of road, | 11.79 | |
| | Length of single track, | 11.79 | |
| Brandywine branch, from junction with Philadelphia, Wilmington and Baltimore railroad to Augustine Mill, | Length of road, | 2.16 | 2.16 |
| | Length of single track, | 2.16 | 2.16 |
| Baltimore and Potomac railroad from Baltimore to Pope's Creek, Md., | Length of road, | 74.40 | |
| | Length of single track, | 48.70 | |
| | Length of double track, | 25.70 | |
| Baltimore and Potomac railroad extension, from Bowie to south end Long Bridge, Washington, D. C., | Length of road, | 17.66 | |
| | Length of single track, | 1.44 | |
| | Length of double track, | 16.22 | |
| Alexandria and Washington railroad, from south end Long Bridge, Washington, D. C., to Alexandria, Va., | Length of road, | 4.96 | |
| | Length of single track, | 1.33 | |
| | Length of double track, | 3.63 | |
| Alexandria and Fredericksburg railway, from St. Asaph's junction to Quantico, Va., | Length of road, | 28.64 | |
| | Length of single track, | 28.64 | |
| *Operated as Delaware division Philadelphia, Wilmington and Baltimore railroad.* | | | |
| New Castle and Wilmington branch, from junction Philadelphia, Wilmington and Baltimore railroad to junction New Castle and Frenchtown railroad, | Length of road, | 5.39 | |
| | Length of single track, | 5.39 | |
| New Castle and Frenchtown branch, from junction N. C. and W. R. R. to junction Delaware railroad, near Porter, | Length of road, | 6.77 | |
| | Length of single track, | 6.77 | |
| Delaware railroad, from junction with New Castle and Frenchtown railroad, near Porter, to Delmar, Delaware, | Length of road, | 83.83 | |
| | Length of single track, | 83.83 | |
| Townsend branch, from Townsend, Delaware, to Massey's, Maryland, | Length of road, | 9.15 | |
| | Length of single track, | 9.15 | |
| Queen Anne and Kent Railroad, from Massey's, Md., to Centerville. Md., | Length of road, | 25.86 | |
| | Length of single track, | 25.86 | |
| Smyrna branch, from Clayton, Del., to Smyrna, Del., | Length of road, | 1.27 | |
| | Length of single track, | 1.27 | |
| Delaware and Chesapeake railroad, from Clayton, Del., to Oxford, Md., | Length of road, | 54.60 | |
| | Length of single track, | 54.60 | |
| Cambridge and Seaford railroad, from Seaford, Del., to Cambridge, Md., | Length of road, | 32.97 | |
| | Length of single track, | 32.97 | |
| *Operated as Central division Philadelphia, Wilmington and Baltimore railroad.* | | | |
| Philadelphia and Baltimore Central railroad, from West Philadelphia to junction with C. and P. D. R. R. at Octorora, Md., | Length of road, | 62.57 | 53.25 |
| | Length of single track, | 59.37 | 50.05 |
| | Length of double track, | 3.20 | 3.20 |
| West Chester branch, from Wawa to West Chester, | Length of road, | 9.35 | 9.35 |
| | Length of single track, | 9.35 | 9.35 |
| Chester Creek branch, from junction with Philadelphia, Wilmington and Baltimore railroad to Wawa, at Lamokin, | Length of road, | 7.14 | 7.14 |
| | Length of single track, | 7.14 | 7.14 |
| *Junction railroad, from Belmont, West Philadelphia to Gray's Ferry, | Length of road, | 3.56 | 3.56 |
| | Length of double track, | 3.56 | 3.56 |

*Operated as the Junction railroad.

# *Pennsylvania Coal.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| *George A. Hoyt, President, | Stamford, Conn. |
| *William E. Street, Secratary, | Darien, Conn. |
| *Edwin H. Mead, Treasurer, | South Orange, N. J. |
| John B. Smith, General Superintendent, | Dunmore, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| George A. Hoyt, | Stamford, Conn. |
| George L. Brown, | Washington, Conn. |
| John R. Platt, | New York city. |
| Samuel Thorne, | New York city. |
| George W. Quintard, | New York city. |
| William H. Webb, | New York city. |
| Joseph Ogden, | New York city. |
| A. S. Hurlbutt, | Westport, Conn. |
| Edwin H. Mead, | South Orange, N. J. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Hawley to Port Griffith, | 47 | 47 |
| Length of single main track, | 47 | 47 |
| **Branches.** | | |
| †Hawley branch, from Hawley, Pa., to Lackawaxen, Pa., Length of road, | 15.87 | 15.87 |

# *Pennsylvania Company.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George B. Roberts, President, | Philadelphia, Pa. |
| J. N. McCullough, First Vice President, | Pittsburgh, Pa. |
| William Thaw, Second Vice President, | Pittsburgh, Pa. |
| Thomas D. Messler, Third Vice President and Comptroller, | Pittsburgh, Pa. |
| John W. Renner, Assistant Comptroller, | Pittsburgh, Pa. |

*Post-office address, New York city, New York.

†Leased and operated by the New York, Lake Erie and Western Railroad Company.

S. B. Liggett, Secretary, . . . . . Pittsburgh, Pa.
John E. Davidson, Treasurer, . . . . . Pittsburgh, Pa.
J. T. Brooks, General Solicitor, . . . . . Pittsburgh, Pa.
Felician Slataper, Chief Engineer, . . . . . Pittsburgh, Pa.
William A. Baldwin, Manager, . . . . . Pittsburgh, Pa.

General offices at corner Penn and Tenth streets, Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| George B. Roberts, | Philadelphia, Pa. |
| J. N. McCullough, | Pittsburgh, Pa. |
| William Thaw, | Pittsburgh, Pa. |
| Thomas D. Messler, | Pittsburgh, Pa. |
| Henry H. Houston, | Philadelphia, Pa. |
| Samuel M. Felton, | Philadelphia, Pa. |
| Henry M. Phillips, | Philadelphia, Pa. |
| Joseph N. DuBarry, | Philadelphia, Pa. |
| John Price Wetherill, | Philadelphia, Pa. |
| A. J. Cassatt, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| William H. Barnes, | Pittsburgh, Pa. |

## *Pennsylvania Schuylkill Valley.*

### *Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| John P. Green, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| N. Parker Shortridge, | Philadelphia. |
| Edmund Smith, | Philadelphia. |
| Henry D. Welsh, | Philadelphia. |
| J. P. Wetherill, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Frazer (1,896 feet west of Division 4) to Phœnixville, | 10.65 | 10.65 |
| Length of single main track, | 9 31 | 9.31 |
| Length of second main track, | 1.34 | 1.34 |

# *Pennsylvania and New York.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Elisha P. Wilbur, President, | Bethlehem, Pa. |
| Charles Hartshorne, Vice President, | 228 South Third street, Phila. |
| John R. Fanshawe, Secretary, | 228 South Third street, Phila. |
| William C. Alderson, Treasurer, | 228 South Third street, Phila. |
| William Stevenson, General Superintendent, | Sayre, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Robert H. Sayre, | Bethlehem, Pa. |
| Charles Hartshorne, | 228 South Third street, Phila. |
| Victor E. Piollet, | Wysox, Pa. |
| Garrett B. Linderman, | Bethlehem, Pa. |
| Harry E. Packer, | Mauch Chunk, Pa. |
| Robert Lockart, | Bethlehem, Pa. |
| William H. Sayre, | Bethlehem, Pa. |
| James I. Blakslee, | Mauch Chunk, Pa. |
| Howard Elmer, | Waverly, N. Y. |
| Elisha A. Hancock, | Philadelphia, Pa. |
| Frederic Mercur, | Wilkes-Barre, Pa. |
| William Stevenson, | Sayre, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Wilkes-Barre, Pa., to Erie railway junction, of which 9.6 miles are leased to Lehigh Valley Railroad Company, | | 104.30 | 104.30 |
| Length of single main track, | | 31.51 | 31.51 |
| Length of double main track, | | 72.79 | 72.79 |
| **Branches.** | | | |
| Waverly and State Line branch, | Length of branch, | .25 | .25 |
| | Length of single track, | .25 | .25 |
| Geneva, Ithaca and Sayre Connection branch, | Length of branch, | 1.43 | 1.43 |
| Southern Central Connection Branch, | Length of branch, | 2.12 | 2.12 |
| | Length of single track, | 2.12 | 2.12 |
| Barclay Railway Connection branch, | Length of branch, | 1.52 | 1.52 |
| | Length of single track, | 1.52 | 1.52 |
| Pleasant Valley branch, | Length of branch, | 4.85 | 4.85 |
| | Length of single track, | 4.85 | 4.85 |
| West Pittston branch, | Length of branch, | 3.32 | 3.32 |
| | Length of single track, | 3.32 | 3.32 |
| Branches to coal breakers, | Length of branch, | 6.71 | 6.71 |
| | Length of single track, | 6.71 | 6.71 |
| Newry, Lackawanna and Western Connection branch, | Length of branch, | .27 | .27 |
| | Length of single track, | .27 | .27 |

## *Pennsylvania, Slatington and New England.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John F. Ward, President, | Jersey City, N. J. |
| Samuel M. Shanck, Vice President and Treasurer, | Hightstown, N. J. |
| J. C. Stanton, junior, Secretary, | New York city. |
| A. B. Paine, Chief Engineer, | New York city. |

General offices at 97 and 99 Nassau street, New York city.

| *Directors.* | *Residences.* |
|---|---|
| John F. Ward, | Jersey City, N. J. |
| S. M. Shanck, | Hightstown, N. J. |
| E. Q. R. Applegate, | Hightstown, N. J. |
| John Loomis, | Deckertown, N. J. |
| George M. Wright, | Bordentown, N. J. |
| F. M. Ward, | Newton, N. J. |
| N. S. Rue, | Cream Ridge, N. J. |
| George W. Mackey, | Bangor, Pa. |
| John Linn, | Jersey City, N. J. |
| Dr. C. V. Moore, | Stillwater, N. J. |
| J. W. Rutherford, | Jersey City, N. J. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Slatington, Pa., to Pine Island, N. Y., | 76 | 31 |

**ASSETS.**

| | | |
|---|---|---|
| Railroad property and real estate, | $2,399,000 | 00 |
| Available securities, | 551,000 | 00 |
| Available securities, New York division, | 125,000 | 00 |
| | $3,075,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Bonds, | $1,200,000 | 00 |
| Stock, | 1,750,000 | 00 |
| Contract in New York, | 125,000 | 00 |
| | $3,075,000 | 00 |

## *Pennsylvania and Western.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Augustus Rapelye, President, | Brooklyn, N. Y. |
| Francis A. Marden, Secretary, | Connecticut. |
| Cornelius Kiel, junior, Treasurer, | New Jersey. |

| *Directors.* | *Residences.* |
|---|---|
| Augustus Rapelye, | Brooklyn, N. Y. |
| Cornelius Kiel, junior, | New Jersey. |
| Herman Sudhaus, | New York. |
| Federick Stromeyer, | New York. |
| Francis A. Marden, | Connecticut. |
| Edward A. Quintard, | New York. |
| A. V. R. Baker, | Brooklyn, N. Y. |
| J. B. Day, | New York. |

(One vacancy.)

**ASSETS.**

| | | |
|---|---|---|
| Materials on hand, as per inventory, such as iron, supplies, etc., | $200,000 | 00 |
| | $200,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Unfunded debt incurred for construction, equipment, or purchase of property, | $200,000 | 00 |
| | $200,000 | 00 |

## *People's.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles Baber, President, | Pottsville, Pa. |
| William D. Pollard, Secretary and Treasurer, | Pottsville, Pa. |

General offies at Pottsville, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Charles Baber, | Pottsville, Pa. |
| Milton Boone, | Pottsville, Pa. |
| R. F. Lee, | Pottsville, Pa. |
| Levi Mattson, | Philadelphia. |
| M. R. Nichols, | Pottsville, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pottsville, Pa., to Minersville, Pa., | 4.58 | 4.58 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $88,141 | 34 |
| Equipment, | 30,265 | 29 |
| Real estate, | 3,263 | 00 |
| Balances collectible and cash, | 10,836 | 86 |
| Deficit, | 750 | 85 |
| | $133,257 | 34 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $100,000 | 00 |
| Bonds, | 15,000 | 00 |
| Bills payable, | 18,257 | 34 |
| | $133,257 | 34 |

# *Perkiomen.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| A. H. Seipt, President, | Skippackville. Pa. |
| James Boyd, Assistant President and Solicitor, | Norristown, Pa. |
| Philip Super, Secretary, | Pennsburg, Pa. |
| Howard Boyd, Treasurer, | Norristown, Pa. |
| George B. Boggs, Chief Engineer and Comptroller, | Norristown, Pa. |
| D. B. Clack, Superintendent, | Perkiomen Junction. |

General offices at No. 33 East Main street, Norristown, Pa.

| *Directors.* | *Residences.* |
|---|---|
| James Boyd, | Norristown, Pa. |
| John Slingluff, | Norristown, Pa. |
| Charles T. Waage, | Pennsburg, Pa. |
| George Graber, | Pennsburg, Pa. |
| Jonathan P. Hillegass, | Pennsburg, Pa. |
| Charles Schoenly, | Shimersville, Pa. |
| Thomas B. Hillegass, | Pennsburg, Pa. |
| Noah D. Frank, | Red Hill, Pa. |
| John S. Rahn, | Perkiomenville, Pa. |
| Jesse Ziegler, | Salford, Pa. |
| D. Morgan Casselberry, | Lower Providence, Pa. |
| William H. Seipt, | packville, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, single track, from Perkiomen Junction to Emaus Junction, | 38.5 | 38.5 |

**ASSETS.**

| | | |
|---|---|---|
| Railroad, | $1,943,344 | 89 |
| Depots and offices, | 50,915 | 84 |
| Real estate, | 19,611 | 91 |
| Land damages, | 43,689 | 50 |
| Materials, | 9,515 | 75 |
| Montgomery National Bank coupon account, | 511 | 00 |
| Philadelphia and Reading Railroad Company account, | 11,574 | 23 |
| Philadelphia and Reading Coal and Iron Company account, | 2,796 | 91 |
| Cash, | 60,786 | 30 |
| Sundry debtors and amount due on account of November business, | 13,091 | 23 |
| Bonds received in payment of freight, | 2,839 | 62 |
| Perkiomen Railroad Company funded coupons, convenience account, | 270 | 00 |
| Income account, | 723,675 | 62 |
| | $2,882,622 | 80 |

**LIABILITIES.**

| | | |
|---|---|---|
| Stock subscription, | $38,040 | 00 |
| Mortgage bonds, | 799,600 | 00 |
| Consolidated mortgage bonds, | 1,125,000 | 00 |
| Philadelphia and Reading Railroad Company loan account, | 680,140 | 42 |
| Philadelphia and Reading Railroad Company loan account, scrip, | 100,980 | 00 |
| Consolidated mortgage bonds, 1873-1913, coupons payable one half in scrip, | 270 | 00 |
| Bills payable and wages for November, | 9,087 | 68 |
| Coupons due and unpaid, | 12,758 | 70 |
| Coupons due December 1, 1883, accrued, | 33,750 | 00 |
| Coupons due April 1, 1884, accrued, | 7,996 | 00 |
| Sinking fund bonds purchased and canceled, | 75,000 | 00 |
| | $2,882,622 | 80 |

## *Pickering Valley.*

*Year ending November 30, 1883.*

| *Officers, elected January 14, 1884.* | *Residences.* |
|---|---|
| George DeB. Keim, President, | Philadelphia. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| John Oberholtzer, | — |
| Daniel Keeley, | — |
| H. K. Brownback, | — |
| Jacob Beerbrower, | — |
| Samuel Butler, | — |
| Joseph J. Tustin, | — |
| Samuel Holman, | — |
| James Boyd, | — |
| Levi B. Kaler, | — |
| Francis Hallman, | — |
| Levi Oberholtzer, | — |
| Morris Fussell, | — |
| Jacob B. Latshaw, | — |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Phœnixville, Pa., to Byers, Pa., | 11.3 | |
| Length of single main track, | 11.3 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $479,492 | 47 |
| Real estate, | 800 | 00 |
| Cash, | 1,586 | 69 |
| Sundry debits, | 2,589 | 42 |
| Profit and loss income account, | 327,797 | 15 |
| | $812,265 | 73 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $95,655 | 00 |
| First mortgage bonds, | 332,300 | 00 |
| Unfunded debt, | 376,002 | 89 |
| Sundry coupon accounts, | 4,431 | 00 |
| Coupons due April 1, 1884, (accrued,) | 3,876 | 84 |
| | $812,265 | 73 |

## *Pittsburgh, Cincinnati and St. Louis.*

*Year ending December 31, 1883.*

| *Directors.* | *Residences.* |
|---|---|
| George B. Roberts, President, | Philadelphia, Pa. |
| J. N. McCullough, First Vice President, | Pittsburgh, Pa. |
| William Thaw, Second Vice President, | Pittsburgh, Pa. |
| Thomas D. Messler, Third Vice President and Comptroller, | Pittsburgh, Pa. |
| John E. Davidson, Treasurer, | Pittsburgh, Pa. |
| John W. Renner, Assistant Comptroller, | Pittsburgh, Pa. |
| A. McElevey, Auditor, | Pittsburgh, Pa. |
| M. C. Spencer, Assistant Treasurer, | Pittsburgh, Pa. |
| J. T. Brooks, General Counsel, | Pittsburgh, Pa. |
| M. J. Becker, Chief Engineer, | Columbus, O. |
| James McCrea, Manager, | Columbus, O. |
| S. B. Liggett, Secretary, | Pittsburgh, Pa. |
| S. W. White, Assistant Secretary, | Philadelphia, Pa. |
| William Stewart, General Freight Agent, | Pittsburgh, Pa. |
| E. A. Ford, General Passenger and Ticket Agent, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Officers.* | *Residences.* |
|---|---|
| George B. Roberts, | Philadelphia, Pa. |
| J. N. McCullough, | Pittsburgh, Pa. |
| William Tnaw, | Pittsburgh, Pa. |
| Thomas D. Messler, | Pittsburgh, Pa. |

Wistar Morris, . . . . . Philadelphia, Pa.
H. H. Houston, . . . . . Philadelphia, Pa.
J. N. DuBarry, . . . . . Philadelphia, Pa.
J. P. Wetherill, . . . . . Philadelphia, Pa.
W. H. Barnes, . . . . . Pittsburgh, Pa.
D. S. Gray, . . . . . Columbus, O.
Robert Sherrard, junior, . . . . . Steubenville, O.
George W. McCook, . . . . . Steubenville, Pa.
John P. Green, . . . . . Philadelphia, Pa.

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Pittsburgh, Pa., to Columbus, Ohio, including 1.3 miles leased between Pittsburgh and Washington pike, | | 192.3 | 35.1 |
| Length of single main track, | | 168.61 | 11.41 |
| Length of second main track, | | 23.69 | 23.69 |
| **Branches.** | | | |
| Cadiz branch, | Length of road, | 8.1 | |
| | Length of single track, | 8.1 | |
| **Leased and Operated Roads.** | | | |
| Chartiers railway, from Mansfield, Pa., to Washington, Pa., | Length of road, | 22.8 | 22.8 |
| | Length of single track, | 22.8 | 22.8 |
| Pittsburgh, Wheeling and Kentucky railroad, from Wheeling junction, W. Va., to Wheeling, W. Va., | Length of road, | 24.2 | |
| | Length of single track, | 24.2 | |
| Cincinnati and Muskingum Valley railway, from Dresden junction, Ohio, to Morrow, Ohio, | Length of road, | 148.4 | |
| | Length of single track, | 148.4 | |
| Little Miami railroad, | Length of road, | 194.9 | |
| From Columbus, O., to Cincinnati, O., | Length of single track, | 119.3 | |
| From Xenia, O., to Springfield, O., | Length of single track, | 19.4 | |
| From Xenia, O., to Richmond, Ind., | Length of single track, | 56.2 | |

## *Pittsburgh, Fort Wayne and Chicago.*

*Year ending December 31, 1883.*

*Officers.* *Residences.*
Louis H. Meyer, President, . . . . . New York.
John J. Haley, Secretary and Treasurer, . . . . . Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

*Directors.* *Residences.*
Louis H. Meyer, . . . . . New York.
George W. Cass, . . . . . New York.
S. J. Tilden, . . . . . New York.
Charles Lanier, . . . . . New York.
George B. Roberts, . . . . . Philadelphia, Pa.
J. N. Hutchinson, . . . . . Philadelphia, Pa.
J. N. McCullough, . . . . . Pittsburgh, Pa.

Charles E. Speer, . . . . . Pittsburgh, Pa.
L. B. Harrison, . . . . . Cincinnati, O.
William Hooper, . . . . . Cincinnati, O.
J. L. Williams, . . . . . Fort Wayne, Ind.
L. Z. Leiter, . . . . . Chicago, Ill.
John Sherman, . . . . . Washington city, D. C.

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Pittsburgh, Pa., to Chicago, Ill., | | 467.97 | 48.8 |
| Length of single main track, | | 379.40 | 11.88 |
| Length of second main track, | | 88.57 | 36.92 |
| **Leased Roads.** | | | |
| New Castle and Beaver Valley railroad, from Homewood to New Castle, | Length of road, | 14.982 | 14.982 |
| | Length of single track, | 14.982 | 14.982 |
| Lawrence railroad, from Lawrence Junction, Pa., to Youngstown, O., | Length of road, | 17.98 | 9.363 |
| | Length of single track, | 17.98 | 9.363 |
| Lawrence railroad, Canfield branch, from Canfield Junction to Foster coal bank, | Length of road, | 4.06 | |
| | Length of single track, | 4.06 | |

**ASSETS.**

| | | |
|---|---|---|
| Cost of railway, equipment, &c., | $40,688,421 | 15 |
| Sinking-fund, | 3,689,212 | 11 |
| Trustees of sinking-fund—cash to purchase bonds, | 358,830 | 31 |
| Winslow, Lanier & Co.,—cash to pay interest and dividends, | 639,359 | 12 |
| Materials transferred to lessee company, July 1, 1869, | 468,724 | 84 |
| Miscellaneous securities, | 240,189 | 13 |
| Cash in hands of treasurer, | 10,537 | 09 |
| | $46,095,273 | 75 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $28,114,285 | 71 |
| Funded debt, | 13,510,000 | 00 |
| Interest on funded debt—coupons not presented, | 21,990 | 91 |
| Dividends on stock not called for, | 555,959 | 13 |
| Balance, | 3,893,038 | 00 |
| | $46,095,273 | 75 |

## *Pittsburgh and Connellsville.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Robert Garrett, President, | Baltimore, Md. |
| J. B. Washington, Secretary, Treasurer, and Auditor, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Robert Garrett, | Baltimore, Md. |
| Mendes Cohen, | Baltimore, Md. |
| Hugh Sisson, | Baltimore, Md. |
| Charles Webb, | Baltimore, Md. |
| W. S. Bissell, | Pittsburgh, Pa. |

J. D. Scully, . . . . . Pittsburgh, Pa.
C. L. Fitzhugh, . . . . . Pittsburgh, Pa.
George A. Berry, . . . . . Pittsburgh, Pa.
William Baldwin, . . . . . Connellsville, Pa.
W. H. Markle, . . . . . Greensburg, Pa.
W. H. Koontz, . . . . . Somerset, Pa.
C. C. Markle, . . . . . West Newton, Pa.

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Pittsburgh to Mt. Savage Junction, | | 146.5 | 143.8 |
| Length of single main track, | | 87.8 | 85.1 |
| Length of second main track, | | 58.7 | 58.7 |
| **Branches.** | | | |
| Brinton branch, from Port Perry to Brinton, | Length of road, | .9 | .9 |
| | Length of single track, | .9 | .9 |
| Hickman branch, from Hickman to Cora mines, | Length of road, | 2.8 | 2.8 |
| | Length of single track, | 2.8 | 2.8 |
| **Leased Roads.** | | | |
| Mt. Pleasant and Broad Ford railroad, from Broad Ford to Standard, | Length of road, | 10.0 | 10.0 |
| | Length of single track, | 10.0 | 10.0 |
| Fayette County branch, from Gibson to Uniontown, | Length of road, | 11.7 | 11.7 |
| | Length of single track, | 11.7 | 11.7 |

**ASSETS.**

| | | |
|---|---|---|
| Trustees' stock subscription fund, | $435 | 71 |
| Construction, | 12,983,416 | 44 |
| Equipment, | 470,698 | 49 |
| Sinking fund consolidated mortgage, | 172,267 | 32 |
| Due from other corporations, &c., | 108,016 | 53 |
| Profit and loss, | 2,878,175 | 60 |
| | $16,613,010 | 09 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $1,944,400 | 00 |
| Scrip stock, | 252 | 50 |
| Stock partly paid, | 11,438 | 55 |
| Consolidated mortgage, gold, | 6,292,000 | 00 |
| Turtle Creek division bonds, | 326,600 | 00 |
| First mortgage bonds, | 4,000,000 | 00 |
| Real estate bonds, | 100,000 | 00 |
| Baltimore and Ohio Railroad Company, general account, | 3,938,319 | 04 |
| | $16,613,010 | 09 |

## *Pittsburgh and Lake Erie.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Jacob Henrici, President, | Economy, Pa. |
| David Hostetter, Vice President, | Pittsburgh, Pa. |
| James I. Bennett, Vice President, | Pittsburgh, Pa. |
| John G. Robinson, Secretary and Treasurer, | Pittsburgh, Pa. |
| D. T. Watson, General Solicitor, | Pittsburgh, Pa. |
| W. C. Quincy, General Manager, | Pittsburgh, Pa. |

General offices at No. 77 Fourth avenue, Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| David Hostetter, | Pittsburgh, Pa. |
| James I. Bennett, | Pittsburgh, Pa. |
| M. W. Watson, | Pittsburgh, Pa. |
| James M. Bailey, | Pittsburgh, Pa. |
| H. DuPuy, | Pittsburgh, Pa. |
| Ralph Bagaley, | Pittsburgh, Pa. |
| John Reeves, | Beaver Falls, Pa. |
| J. N. Schoonmaker, | Pittsburgh, Pa. |
| A. E. W. Painter, | Pittsburgh, Pa. |
| J. H. Devereux, | Cleveland, O. |
| John Newel, | Cleveland, O. |
| D. Leet Wilson, | Pittsburgh, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pittsburgh, Pa., to Youngstown, O., | 68 | 58.8 |
| Length of single main track, | 68 | 58.8 |
| Length of second main track, | 6.536 | |
| **Branches.** | | |
| New Castle branch, from New Castle Junction to New Castle, Length of road, | 2.35 | 2.35 |
| New Castle branch, from New Castle Junction to New Castle, Length of single track, | 2.35 | 2.35 |

## ASSETS.

| | | | |
|---|---|---|---|
| Construction, | | $3,910,756 | 39 |
| Locomotive equipment, | $237,858 56 | | |
| Passenger car equipment, | 92,381 61 | | |
| Freight car equipment, | 786,078 02 | | |
| | | 1,116,318 | 19 |
| Right of way, | | 485,356 | 62 |
| Real estate, | | 365,590 | 65 |
| Material on hand—machinery department, | $17,960 16 | | |
| Material on hand—road department, | 18,423 90 | | |
| | | 36,384 | 06 |
| Cash on hand, | | 46,892 | 96 |
| Credit balance, | | 48,734 | 31 |
| | | $6,010,033 | 18 |

## LIABILITIES.

| | | | |
|---|---|---|---|
| Capital stock, | | $2,050,000 | 00 |
| First mortgage bonds, | | 2,000,000 | 00 |
| Scrip certificates, | | 615,000 | 00 |
| Real estate mortgages, | | 193,053 | 12 |
| Equipment notes, | | 50,014 | 84 |
| Temporary loans, | | 290,419 | 50 |
| December pay-rolls and supplies, | | 61,028 | 25 |
| Surplus, 1879, | $23,154 77 | | |
| Surplus, 1880, | $298,877 21 | | |
| Less scrip dividend, | 205,000 00 | | |
| | 93,877 21 | | |
| Surplus, 1881, | $291,663 43 | | |
| Less scrip dividend, | 205,000 00 | | |
| | 86,663 43 | | |
| Surplus 1882, | $344,671 37 | | |
| Less scrip dividend, | 205,000 00 | | |
| | 139,671 37 | | |
| Surplus, 1883, | 407,150 69 | | |
| | | 750,517 | 47 |
| | | $6,010,033 | 18 |

## *Pittsburgh, Virginia and Charleston.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia, Pa. |
| D. P. Corwin, Secretary and Treasurer, | Pittsburgh, Pa. |

General offices at Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| George B. Roberts, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| D. A. Stewart, | Pittsburgh, Pa. |
| Charles E. Speer, | Pittsburgh, Pa. |
| W. J. Howard, | Philadelphia, Pa. |
| George V. Lawrence, | Monongahela City, Pa. |
| John Scott, | Pittsburgh, Pa. |
| Thomas L. Daly, | Gibsonton. |
| Joseph Walton, | Pittsburgh, Pa. |

## *Pittsburgh and Castle Shannon.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John H. Ortman, President, | Pittsburgh, Pa. |
| John Jahn, Secretary and Treasurer, | Castle Shannon, Pa. |
| Sol. Schoyer, junior, General Solicitor, | Pittsburgh, Pa. |
| James S. Devlin, Chief Engineer, | Pittsburgh, Pa. |
| James M. Bailey, General Superintendent, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Ernst Rohrkaste, | Pittsburgh, Pa. |
| Charles Kohlmeyer, | Pittsburgh, Pa. |
| S. Kaufman, | Allegheny City, Pa. |
| S. Gallinger, | Allegheny City, Pa. |
| M. D. Hays, | Pittsburgh, Pa. |
| P. F. Schuchman, | Pittsburgh, Pa. |
| F. N. Stuckey, | Pittsburgh, Pa. |
| Walter Chess, | Pittsburgh, Pa. |
| B. J. Stenger, | Pittsburgh, Pa. |
| William Loeffler, | Pittsburgh, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pittsburgh to Castle Shannon, | 6 | |
| Length of single main track, | 6 | |

**ASSETS.**

| | | |
|---|---|---|
| Railroad franchises, | $185,000 | 00 |
| Equipment, | 31,427 | 50 |
| Coal lands, | 45,016 | 84 |
| Live stock, &c., | 5,252 | 00 |
| Real estate, | 40,860 | 00 |
| Office furniture, | 260 | 00 |
| Bills receivable, notes, | 16,545 | 92 |
| Mortgages receivable, | 1,971 | 60 |
| Book accounts, | 12,576 | 03 |
| Cash, | 2,661 | 69 |
| Profit and loss, | 226,835 | 07 |
| | $568,406 | 65 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $481,400 | 00 |
| First mortgage bonds, | 59,900 | 00 |
| Mortgages payable, (coal lands,) | 2,000 | 38 |
| Bills payable, | 5,000 | 00 |
| Balances due on coal land per agreement, | 15,026 | 82 |
| Coupons unpaid, | 371 | 00 |
| Book accounts, | 4,708 | 45 |
| | $568,406 | 65 |

## *Pittsburgh, Buffalo and Rochester.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| C. R. Earley, President, | Ridgway, Pa. |
| Frederick Schoening, Secretary, | Ridgway, Pa. |
| George R. Woodward, Treasurer, | Ridgway, Pa. |
| Rufus Lucore, General Solicitor, | Ridgway, Pa. |
| E. E. Willard, Chief Engineer, | Ridgway, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| C. R. Earley, | Ridgway, Pa. |
| George R. Woodward, | Ridgway, Pa. |
| A. A. McKinney, | New York, N. Y. |
| L. K. McKinney, | New York, N. Y. |
| C. B. Earley, | Ridgway, Pa. |
| Frederick Schoening, | Ridgway, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Elk county line to New York State line, | 82 | 82 |
| **Branches.** | | |
| Trout Run branch, from St. Mary's to Benezette, length of road, | 27 | 27 |

## *Pittsburgh Southern.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas M. King, President, | Pittsburgh, Pa. |
| J. B. Washington, Secretary, | Pittsburgh, Pa. |
| W. H. Ijams, Treasurer, | Baltimore, Md. |
| Thomas M. King, General Superintendent, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Thomas M. King, | Pittsburgh, Pa. |
| J. B. Washington, | Pittsburgh, Pa. |
| H. S. Burgesser, | Pittsburgh, Pa. |
| John McCleave, | Pittsburgh, Pa. |
| John K. Cowen, | Baltimore, Md. |
| Robert Garrett, | Baltimore, Md. |
| Samuel Spencer, | Baltimore, Md. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pittsburgh to Washington, Pa., | 36.2 | 36.2 |
| Length of single main track, | 36.2 | 36.2 |
| **Branches.** | | |
| From Harding junction to Coal works, length of double track, | 1.7 | 1.7 |
| Street's Run branch, from Glenwood to Finleyville, length of double track, | 15.66 | 15.66 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $1,667,952 | 57 |
| Equipment, | 53,255 | 00 |
| | $1,721,207 | 57 |

**LIABILITIES.**

| | | |
|---|---|---|
| Stock, | $700,000 | 00 |
| Bonds, | 250,000 | 00 |
| Balance due other corporations, &c., | 763,484 | 32 |
| Profit and loss, | 7,723 | 25 |
| | $1,721,207 | 57 |

# *Pittsburgh and Western.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James Callery, President, | — |
| Solon Humphreys, Vice President, | — |
| Thomas M. King, Vice President, | — |
| H. D. Campbell, Secretary, | — |
| J. P. Curtis, Treasurer, | — |
| George Shiras, Jr., General Solicitor, | — |
| H. A. Schwanecke, Chief Engineer, | — |
| Thomas M. King, General Manager, | — |
| J. T. Johnson, Division Superintendent, | — |

General offices at Allegheny, Pa.

| *Directors.* | *Residences.* |
|---|---|
| James Callery, | Allegheny, Pa. |
| Solon Humphreys, | 54 Exchange Place, New York. |
| John W. Chalfant, | Allegheny, Pa. |
| M. K. Moorhead, | Pittsburgh, Pa. |
| A. M. Marshall, | Pittsburgh, Pa. |
| John E. Dowing, | Allegheny, Pa. |
| Jacob Painter, | Allegheny, Pa. |
| H. W. Oliver, Jr., | Allegheny, Pa. |
| John T. Terry, | New York. |
| Charles W. Mackey, | Franklin, Pa. |
| P. F. Kribs, | Knox Post-Office, Pa. |
| William Temple, | Allegheny, Pa. |
| J. H. McKelvey, | Pittsburgh, Pa. |

| **Main Line.** | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Allegheny to New Castle, | | 62.5 | 62.5 |
| Length of single main track, from Callery Junction to within one mile of Mount Jewett, | | 136.4 | 136.4 |
| **Branches.** | | | |
| Duck Run branch, from Duck run to Crowthers, | Length of road, | 3.075 | 3.075 |
| Clarion branch, from Clarion Junction to Clarion, | Length of road, | 6.2 | 6.2 |
| Kane branch, from Kane Junction to Philadelphia and Erie depot, | Length of road, | .7 | .7 |

**ASSETS.**

| | | |
|---|---|---|
| Cost of property, | $6,905,646 | 93 |
| Construction, | 6,460,757 | 21 |
| Equipment, | 740,216 | 11 |
| Materials on hand, | 39,263 | 01 |
| | $14,145,883 | 26 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $7,250,000 | 00 |
| First mortgage bonds, | 4,095.000 | 00 |
| P., N. C. and L. E. first mortgage bonds, | 219,000 | 00 |
| Pittsburgh and Western first mortgage bonds, | 81,000 | 00 |
| Real estate mortgage, | 5,500 | 00 |
| Consolidated mortgage, | 275,500 | 00 |
| Pittsburgh, Bradford and Buffalo first mortgage, | 800,000 | 00 |
| Real estate mortgage, | 114,000 | 00 |
| Profit and loss, | 153,323 | 42 |
| Open accounts, | 1,152,559 | 84 |
| | $14,145,883 | 26 |

## *Pittsburgh, McKeesport and Youghiogheny.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. C. Quincy, President, | Pittsburgh, Pa. |
| J. H. Devereux, Vice President, | Cleveland, Ohio. |
| John G. Robinson, Secretary and Treasurer, | Pittsburgh, Pa. |
| D. T. Watson, General Solicitor, | Pittsburgh, Pa. |
| J. Wainwright, Chief Engineer, | Pittsburgh, Pa. |
| W. C. Quincy, General Manager, | Pittsburgh, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Jacob Henrici, | Economy, Pa. |
| D. Hostetter, | Allegheny, Pa. |
| James I. Bennett, | Allegheny, Pa. |
| M. W. Watson, | Allegheny, Pa. |
| Henry Hick, | Beaver, Pa. |
| J. H. Devereux, | Cleveland, Ohio. |
| W. H. Vanderbilt, | New York, N. Y. |
| Cornelius Vanderbilt, | New York, N. Y. |
| James Tillinghast, | Buffalo, N. Y. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Twenty-first street, Pittsburgh, to New Haven, | | 56.955 | 56.955 |
| Length of single main track, | | 56.955 | 56.955 |
| Length of second main track, | | 8.510 | 8.510 |
| **Branches.** | | | |
| Dickerson Run branch, from Dickerson run to Clarion mines, | Length of road, | 4.577 | 4.577 |
| Broadford branch, from Broadford Junction to Broadford, | Length of road, | .322 | .322 |
| **Leased Roads.** | | | |
| Youghiogheny Northern railway, from Broadford to Summit station, | Length of road, | 2 | 2 |
| | Length of single track, | 2 | 2 |

## *Philadelphia and Baltimore Central.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Isaac Hinckley, President, | Philadelphia, Pa. |
| Robert Craven, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Isaac Hinckley, | Philadelphia, Pa. |
| David Woelpper, | Chadd's Ford, Pa. |
| Samuel Dickey, | Oxford, Pa. |
| M. B. Hickman, | West Chester, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| N. Parker Shortridge, | Philadelphia, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from West Philadelphia to Octorara junction, | | 62.57 | 53.25 |
| Length of single main track, | | 59.37 | 50.05 |
| Length of second main track, | | 3.20 | 3.20 |
| **Branches.** | | | |
| West Chester branch, from Wawa to West Chester, | Length of road, | 9.35 | 9.35 |
| | Length of single track, | 9.35 | 9.35 |
| **Leased Roads.** | | | |
| Chester Creek branch, from Wawa to Lamokin, | Length of road, | 7.14 | 7.14 |
| | Length of single track | 7.14 | 7.14 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $3,756,916 | 44 |
| Equipment, | 447,237 | 54 |
| Real estate, | 304,072 | 37 |
| Loans and accounts receivable, | 141,516 | 96 |
| Profit and loss, | 39,800 | 23 |
| | $4,689,543 | 54 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $2,495,650 | 00 |
| Mortgage bonds, | 2,100,000 | 00 |
| Ground rents, mortgages &c., | 62,512 | 50 |
| Outstanding stock of original companies, value per merger, | 3,853 | 04 |
| Interest on bonds, | 27,528 | 00 |
| | $4,689,543 | 54 |

## *Philadelphia and Erie.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia, Pa. |
| J. S. Vanzandt, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| *J. N. DuBarry, | Philadelphia, Pa. |
| *Wistar Morris, | Philadelphia, Pa. |
| *Strickland Kneass, | Philadelphia, Pa. |
| *Samuel Gustine Thompson, | Philadelphia, Pa. |
| *John P. Wetherill, | Philadelphia, Pa. |
| *N. Parker Shortridge, | Philadelphia, Pa. |
| *Henry M. Phillips, | Philadelphia, Pa. |
| *Henry D. Welsh, | Philadelphia, Pa. |
| *William J. Howard, | Philadelphia, Pa. |
| *William L. Elkins, | Philadelphia, Pa. |
| †Joseph B. Wilson, | Philadelphia, Pa. |
| †J. Bayard Henry, | Philadelphia, Pa |
| †Dennis F. Dealy, | Philadelphia, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Erie to Sunbury, | 287.56 | 287.56 |
| Length of single main track, | 252.24 | 252.24 |
| Length of second main track, | 35.32 | 35.32 |

*Elected by the stockholders. †Elected by Philadelphia city councils.

## *Philadelphia and Chester County.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas S. Cox, President, | Sugartown, Chester co., Pa. |
| W. Wayne Vogdes, Secretary and Treasurer, | Philadelphia, Pa. |
| J. Levering Jones, General Solicitor, | Philadelphia, Pa. |
| J. Clemson Sharpless, Chief Engineer, | West Chester, Pa. |

General offices at 119 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Levi Lukens, | Upper Darby, Delaware co., Pa. |
| Charles W. Roberts, | West Chester, Pa. |
| Samuel Wilson, | Philadelphia, Pa. |
| J. C. McNaughton, | Philadelphia, Pa. |
| Joseph N. Dougherty, | Philadelphia, Pa. |
| D. H. Garrett, | Philadelphia, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of proposed main line, from Philadelphia to Downingtown, *via* West Chester, | 35 | 35 |

## *Philadelphia, Germantown and Norristown.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Winfield S. Wilson, President, | Chester county, Pa. |
| Alexander E. Dougherty, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

| *Managers.* | *Residences.* |
|---|---|
| Winfield S. Wilson, | Chester county, Pa. |
| I. V. Williamson, | Philadelphia, Pa. |
| Richard Dale, | Philadelphia, Pa. |
| John F. Gilpin, | Philadelphia, Pa. |
| John A. Brown, junior, | Philadelphia, Pa. |
| Edwin N. Benson, | Philadelphia, Pa. |
| Lewis Elkin, | Philadelphia, Pa. |

John Slingluff, . . . . . Norristown, Pa.
Christopher Heebner, . . . . . Norristown, Pa.
Joseph W. Johnson, junior, . . . . . Philadelphia, Pa.
Thomas W. Walker, . . . . . Philadelphia, Pa.
George H. Colket, . . . . . Philadelphia, Pa.

**ASSETS.**

| | | | |
|---|---|---|---|
| Road account, | Old account, (Plymouth railroad,) &c., | $1,139,078 | 84 |
| Real estate account, | | 500,793 | 49 |
| Equipment account, | | 367,988 | 09 |
| Miscellaneous and general account, | | 283,705 | 19 |
| Rent account, | | 27 | 95 |
| Cash account, | | 20,815 | 97 |
| | | $2,312,409 | 53 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| Capital stock account, | Old account, | $2,246,900 | 00 |
| Contingent account, | | 47,535 | 44 |
| Miscellaneous and general expense account, | | 37 | 00 |
| Organization account, | | 7,557 | 14 |
| Interest account, | | 2,851 | 45 |
| Dividends unpaid, | | 7,528 | 50 |
| | | $2,312,409 | 53 |

## *Philadelphia and Reading.*

*Year ending November 30, 1883.*

| *Officers, elected January 14, 1884.* | *Residences.* |
|---|---|
| George de B. Keim, President, | Philadelphia, Pa. |
| Albert Foster, Secretary, | Philadelphia, Pa. |
| W. A. Church, Treasurer, | Philadelphia, Pa. |
| George R. Kaercher, General Solicitor, | Philadelphia, Pa. |
| William Lorenz, Chief Engineer, | Philadelphia, Pa. |
| J. E. Wootten, General Manager, | Philadelphia, Pa. |
| J. Lowrie Bell, General Traffic Manager, | Philadelphia, Pa. |
| H. K. Nichols, Chief Road Master, | Philadelphia, Pa. |
| George Eltz, Superintendent of Transportation, | Reading, Pa. |
| J. A. Sweigard, Division Superintendent, | Philadelphia, Pa. |
| J. H. Olhausen, Division Superintendent, | Pottsville, Pa. |
| H. W. Tracy, Division Superintendent, | Pine Grove, Pa. |
| W. S. Polhemus, Division Superintendent, | Mauch Chunk, Pa. |
| W. W. Stearns, Division Superintendent, | Elizabeth, N. J. |
| Rufus Blodgett, Division Superintendent, | Manchester, N. J. |

General offices at 227 South Fourth street, Philadelphia, Pa.

| *Directors, elected January 14, 1884.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia, Pa. |
| Henry Lewis, | Philadelphia, Pa. |
| I. V. Williamson, | Philadelphia, Pa. |
| Edward C. Knight, | Philadelphia, Pa. |
| Joseph B. Altemus, | Philadelphia, Pa. |
| Loring A. Robertson, | Middle Valley, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Philadelphia to Mount Carbon, . . . | | 98.4 | 98.4 |
| Length of double main track, . . . . . | | 98.4 | 98.4 |
| **Branches.** | | | |
| Northern Liberties and Penn Township branch, from Broad street, Philadelphia, to Delaware river, Philadelphia, | Length of road, . . . . | 1.4 | 1.4 |
| | Length of double track, | 1.4 | 1.4 |
| Port Kennedy branch, from Port Kennedy, Pa., to Lime Kilns, Pa., . . . | Length of road, . . . . | 1.2 | 1.2 |
| | Length of single track, | 1.2 | 1.2 |
| Lebanon Valley branch, from Reading, Pa., to Harrisburg, Pa., . . . . . | Length of road, . . . | 53.7 | 53.7 |
| | Length of single track, | 9.2 | 9.2 |
| | Length of double track, | 44.5 | 44.5 |
| Lebanon and Tremont branch, from Lebanon, Pa., to Brookside, Pa., . . | Length of road, | 42.2 | 42.2 |
| | Length of single track, | 42.2 | 42.2 |
| Schuylkill and Susquehanna branch, from Auburn, Pa., to Rockville, Pa., | Length of road, . . . | 53.4 | 53.4 |
| | Length of single track, | 53.4 | 53.4 |
| Mount Carbon branch, from Mount Carbon, Pa., to Mt. Laffee and Wadesville, . . . . . | Length of road, . . . . | 8.5 | 8.5 |
| | Length of single track, | 8.5 | 8.5 |
| Mahanoy and Shamokin branch, from Mahanoy City and New Castle, Pa., to Port Trevorton, Pa., . . . . | Length of road, | 64.6 | 64.6 |
| | Length of single track, | 52.2 | 52.2 |
| | Length of double track, | 12.4 | 12.4 |
| Moselem branch, from Leesport, Pa., to Quarry, Pa., . . . . | Length of road, . . . | 1.7 | 1.7 |
| | Length of single track, | 1.7 | 1.7 |
| West Reading branch, from Lebanon Valley railroad junction, Reading, to foot of Sixth street, Reading, . . . . | Length of road, . | 1.9 | 1.9 |
| | Length of single track, | 1.9 | 1.9 |
| **Leased Roads.** | | | |
| Chester Valley railroad, from Bridgeport, Pa., to Downingtown, Pa., | Length of road, . . . | 21.5 | 21.5 |
| | Length of single track, | 21.5 | 21.5 |
| Colebrookdale railroad, from Pottstown, Pa., to Barto, Pa., . . | Length of road, | 12.8 | 12.8 |
| | Length of single track, | 12.8 | 12.8 |
| Pickering Valley railroad, from Phoenixville, Pa., to Byers, Pa., . . . . . | Length of road, . . . | 11.3 | 11.3 |
| | Length of single track, | 11.3 | 11.3 |
| East Pennsylvania railroad, from Reading, Pa., to Allentown, Pa., . . . . . | Length of road, . . | 36.0 | 36.0 |
| | Length of single track, | 17.5 | 17.5 |
| | Length of double track, | 18.5 | 18.5 |
| Allentown railroad, from Topton, Pa., to Kutztown, Pa., . . . | Length of road, . . . . | 4.5 | 4.5 |
| | Length of single track, | 4.5 | 4.5 |
| Little Schuylkill railroad, from Port Clinton, Pa., to Tamanend, Pa., | Length of road, . . . . | 28.1 | 28.1 |
| | Length of single track, | 28.1 | 28.1 |
| Mine Hill railroad, from Schuylkill Haven, Pa., to Locust Gap, Pa., . . . | Length of road, . . | 53.1 | 53.1 |
| | Length of single track, | 31.3 | 31.3 |
| | Length of double track, | 21.8 | 21.8 |
| Mount Carbon and Port Carbon railroad, from Mount Carbon, Pa., to Palo Alto, Pa., . . . | Length of road, . | 2.5 | 2.5 |
| | Length of double track, | 2.5 | 2.5 |
| Mill Creek railroad, from Palo Alto, Pa., to New Castle, Pa., . . . . . | Length of road, . . . . | 3.8 | 3.8 |
| | Length of double track, | 3.8 | 3.8 |
| Schuylkill Valley railroad, from Palo Alto, Pa., to Reevesdale, Pa., | Length of road, . | 11.0 | 11.0 |
| | Length of single track, | 5.7 | 5.7 |
| | Length of double track, | 5.3 | 5.3 |
| East Mahanoy railroad, from East Mahanoy junction, Pa., to Waste-House Run, Pa., . . . | Length of road, | 10.7 | 10.7 |
| | Length of single track, | 10.7 | 10.7 |
| Shamokin, Sunbury and Lewisburg railroad, from Shamokin Pa., to West Milton Junction, Pa., . . . | Length of road, . | 31.1 | 31.1 |
| | Length of single track, | 31.1 | 31.1 |
| Philadelphia, Germantown and Norristown railroad, from Philadelphia, Pa., to Norristown, Chestnut Hill, and Oreland, Pa., . . . . . | Length of road, . . . . | 33.5 | 33.5 |
| | Length of single track, | 13.1 | 13.1 |
| | Length of double track, | 20.4 | 20.4 |
| Catawissa railroad, from Tamanend, Pa., to Newberry Junction, Pa., . . | Length of road, . . | 96.5 | 96.5 |
| | Length of single track, | 96.5 | 96.5 |

| | | | |
|---|---|---|---|
| Philadelphia and Chester branch, from Philadelphia, Pa., to Chester, Pa., | Length of road, | 14.2 | 14.2 |
| | Length of single track, | 9.3 | 9.3 |
| | Length of double track, | 4.9 | 4.9 |
| North Pennsylvania railroad, from Philadelphia, Pa., to Bethlehem and center of Delaware river at Yardley, Pa., | Length of road, | 86.4 | 86.4 |
| | Length of single trrck, | 36.5 | 36.5 |
| | Length of double track, | 49.9 | 49.9 |
| Delaware and Bound Brook railroad, from center of Delaware river at Yardley, Pa., to Bound Brook Junction and Trenton, N. J., | Length of road, | 30.7 | |
| | Length of single track, | 3.7 | |
| | Length of double track, | 27 | |
| Norristown Junction railroad, from Mill street, Norristown, Pa., to Main street, Norristown, Pa., | Length of road, | .4 | .4 |
| | Length of double track, | .4 | .4 |
| Schuylkill and Lehigh railroad, from High's farm, below Reading, to Slatington Pa., | Length of road, | 44 | 44 |
| | Length of single track, | 44 | 44 |
| Central Railroad of New Jersey, from Jersey City, N. J., to Phillipsburg, N. J., | Length of road, | 98.7 | |
| | Length of single track, | 16.2 | |
| | Length of double track, | 82.5 | |
| Constables Hook railroad, from Centerville, N. J., to Constables Hook, N. J., | Length of road, | 2 | |
| | Length of single track, | 2 | |
| South Branch railroad, from Somerville, N. J., to Flemington, N. J., | Length of road, | 15.8 | |
| | Length of single track, | 15.8 | |
| Manufacturers' railroad, from Brills, N. J., to Passaic river, N. J., | Length of road, | 1.5 | |
| | Length of single track, | 1.5 | |
| High Bridge railroad, from High Bridge, N. J., to Chester, N. J., | Length of road, | 15.8 | |
| | Length of single track, | 15.8 | |
| Longwood Valley railroad, from German Valley, N. J., to Port Oram, N. J., | Length of road, | 13.8 | |
| | Length of single track, | 13.8 | |
| Dover and Rockaway railroad, from Port Oram, N. J., to Rockaway, N. J., | Length of road, | 4.7 | |
| | Length of single track, | 4.7 | |
| Lake Hopatcong railroad, from Kenvil, N. J., to Nolan's Point, N. J., | Length of road, | 5.6 | |
| | Length of single track, | 5.6 | |
| Ogden Mine railroad, from Nolan's Point, N. J., to Ogden, N. J., | Length of road, | 10 | |
| | Length of single track, | 10 | |
| Ogden Mine Branch railroad, from Ogden Mine R. R., N. J., to Ogden Mine, N. J., | Length of road, | 2.7 | |
| | Length of single track, | 2.7 | |
| Long Branch and Sea Shore railroad, from Sandy Hook, N. J., to East Long Branch, N. J., | Length of road, | 10.6 | |
| | Length of single track, | 10.6 | |
| New Jersey Southern railroad, from Pt. Monmouth, N. J., to Atco, N. J., | Length of road, | 78 | |
| | Length of single track, | 78 | |
| West End railroad, from East Long Branch, N. J., to West End, N. J., | Length of road, | 1.4 | |
| | Length of single track, | 1.4 | |
| Toms River railroad, from Manchester, N. J., to Toms River, N. J., | Length of road, | 7.5 | |
| | Length of single track, | 7.5 | |
| Toms River and Waretown railroad, from Toms River, N. J., to Barnegat, N. J., | Length of road, | 14.8 | |
| | Length of single track. | 14.8 | |
| Vineland railway, from Atsion, N. J., to Bayside, N. J., | Length of road, | 46.8 | |
| | Length of single track, | 46.8 | |
| New York and Atlantic Highlands railroad, from Atlantic Highlands, N. J., to Hopping Station, N. J., | Length of road, | 2.8 | |
| | Length of single track, | 2.8 | |
| Lehigh and Susquehanna railroad, from Phillipsburg, N. J., to Union Junction, Pa., | Length of road, | 162.8 | 162.8 |
| | Length of single track, | 95.5 | 95.5 |
| | Length of double track, | 67.3 | 67.3 |
| Nesquehoning Valley railroad, from Nesquehoning Junction, Pa., to Tamanend, Pa., | Length of road, | 16.6 | 16.6 |
| | Length of single track, | 9 3 | 9.3 |
| | Length of double track, | 7.3 | 7.3 |
| Tresckow railroad, from Silver Brook, Pa., to Audenreid, Pa., | Length of road, | 7.5 | 7.5 |
| | Length of single track, | 7.5 | 7.5 |
| Summit Hill railroad, from Mauch Chunk, Pa., to Summit Hill, Pa., | Length of road, | 18.4 | 18.4 |
| | Length of single track, | 18.4 | 18.4 |
| New York and Long Branch railroad, from Perth Amboy, N. J., to Bay Head Junction, N. J., | Length of road, | 38 | |
| | Length of double track, | 38 | |
| Smyrna and Delaware Bay railroad, from Pearson's Cove, Del., to Massey's Junction, Md., | Length of road, | 20 | |
| | Length of single track, | 20 | |

| | | |
|---|---|---|
| Kent County railroad, from Massey's Junction, Md., to Chestertown, Md., | Length of road, . . . . | 21 |
| | Length of single track, | 21 |
| Kent County railroad extension, from Worton Junction, Md., to Nicholson, Md., . . . . . | Length of road, . . . | 4 |
| | Length of single track, | 4 |

## Capital Accounts.

| | | | During Year 1883. | |
|---|---|---|---|---|
| | | | Increase. | Decrease. |
| Railroad, . . . . . | . . . . . | $27,359,976 48 | $27,320 82 | |
| Depots, . . . . . | . . . . . | 4,724,687 64 | 167,241 87 | |
| Locomotive engines and cars, . . . . . | . . . . . | 10,398 057 40 | 225,873 60 | |
| Locomotive engines and cars in car trust, . . . | . . . . . | 2,276,784 37 | | |
| Real estate, | . . . . . | 8,207,108 04 | . . . . . | $6,182 75 |
| Philadelphia, Reading and Pottsville Telegraph Company stock, | . . . . . | 20,730 00 | | |
| East Pennsylvania Railroad Company stock, . | . . . . . | 949 358 13 | | |
| Reading and Columbia Railroad Company stock | . . . . . | 232,480 00 | | |
| Allentown Railroad Company stock, . . | . . . . . | 320,582 99 | | |
| East Mahanoy Railroad Company stock, . . | . . . . . | 247,295 61 | | |
| Mine Hill and Schuylkill Haven Railroad Company stock, | . . . . . | 159,499 75 | | |
| Philadelphia and Reading Coal and Iron Company stock, | . . . . . | 8,000,000 00 | | |
| Philadelphia and Reading Coal and Iron Company bond and mortgage, July 1, 1874. | $29,737,965 53 | | | |
| Philadelphia and Reading Coal and Iron Company bond and mortgage, December 28, 1876, | 10,000,000 00 | | | |
| | | 39,737,965 53 | | |
| Steam colliers, . . . . . | . . . . . | 2,561,245 24 | | |
| Susquehanna canal coal barges, . . . . . | . . . . . | 15,363 20 | . . . . | 1,365 00 |
| Schuylkill canal coal barges, . . . . . | . . . . . | 473,002 21 | 282 55 | |
| Schuylkill Navigation Company works and franchises, . . . . . | . . . . . | 1,000,000 00 | | |
| | | $106,684 136 59 | | |
| **Assets.** | | | | |
| Cash on hand, . . . . . | $618 800 31 | . . . . . | . . . | 77,592 44 |
| Bills receivable, . . . . . | 453,075 11 | . . . . . | 25,442 57 | |
| Freight and toll bills, . . . . . | 1,183,363 10 | . . . . . | 189,395 08 | |
| | $2,255 238 52 | | | |
| Stocks and bonds held by the company, . . . . | 16,687,054 58 | . . . . . | 8,066,047 41 | |
| Materials on hand, . . . . . | 1,579,986 57 | . . . . . | 32,227 13 | |
| Debts due to the company— | | | | |
| Due by sundry branch roads, . $4,574,073 90 | . . . . . | . . . . . | 1,618,468 68 | |
| Due by Philadelphia and Reading Coal and Iron Company, . 14,233,152 93 | . . . . . | . . . . . | 7,428,361 32 | |
| Due by connecting railroad companies, . . . 559,181 37 | . . . . . | . . . . . | 216,590 04 | |
| Due on account current business, . . . . . 1,068,433 10 | . . . . . | . . . . . | 664,976 42 | |
| Sundry debits, . . . . . 454,911 59 | | . . . . . | . . . . . | 525,689 32 |
| | 20,889,752 89 | | | |
| | | 41,412,032 56 | | |
| Coupons and interest of other companies purchased, . . . . . | . . . . . | . . | . . . | 1,269,896 50 |
| Funded coupons not yet matured, . . . . . | . . . . . | 692,727 00 | 692,727 00 | |
| Expenses account deferred income bonds and 5 per cent. consols, | . . . . . | 298,320 50 | 85,250 99 | |
| Discount, commission, and expenses of general mortgage loan, 1874-1908, issue of $10,000,000 in January, 1876, . . . . . | . . . . . | 500,000 00 | | |
| **Income Accounts.** | | | | |
| Loss, per report November 30, 1880, . . . . . | . . . . . | 2,613,240 41 | 978,370 08 | |
| | | $152,200,457 06 | $20,418.575 56 | $1,880,726 01 |
| Less amount of decrease, . . . . . | . . . . . | . . . . . | 1,880,726 01 | |
| Total amount of increase, . . . . . | . . . . . | . . . . . | $18,537,849 55 | |

## Capital Accounts.

| | | | During Year 1883. | |
|---|---|---|---|---|
| | | | Increase. | Decrease. |
| Prior mortgage loans, | | *$5,246,700 00 | | |
| Consolidated mortgage loan, 1871-1911, | | †18,811,000 00 | | |
| Improvement mortgage loan, 1873-97, | | †9 364,000 00 | | |
| | | $33.421,700 00 | | |
| General mortgage loan, 1874-1908, | | 24,686,000 00 | $5,000,000 00 | |
| General mortgage, gold $ or £, scrip, | $1,694 250 00 | | | $18,450 00 |
| Perkiomen mortgage guar., gold $ or £, scrip, | 97,290 00 | | | 3,690 00 |
| | | 1,791,540 00 | | |
| Income mortgage loan, 1876-96, | | 2,454,000 00 | | |
| 5 per cent. consols, mortgage loan, 1882-1922, 1st series, | | 3,133,064 10 | 2,415,444 87 | |
| 5 per cent. consols, mortgage loan, 1883-1933, 2d series, | | 1,689,587 53 | 1,689,587 53 | |
| | | $67,175,891 63 | | |
| Bonds and mortgages on real estate, | | 2,049,030 95 | 84,988 94 | |
| Total mortgage loans, | | $69,224,922 58 | | |
| Convertible adjustment scrip, 1883-88, | | 2,991,360 00 | 2,991,360 00 | |
| Car trust certificates, issue of February 15, 1883, | | 2,000,000 00 | 2,000,000 00 | |
| Debenture loans, | $670,500 00 | | | 561,600 00 |
| Debenture convertible loans, | 10,416,900 00 | | | 6,000 00 |
| | | 11,087,400 00 | | |
| Debenture and guarantee scrip, | | 613 144 10 | | 2,651,460 00 |
| Loans of Schuylkill Navigation Company, | | 2,578,250 00 | | |
| Loan of East Pennsylvania Railroad Company, maturing, 1888, | | 495,900 00 | | |
| Common stock, | $33,182,875 28 | | 351,500 00 | |
| Preferred stock, | 1,551,800 00 | | | |
| | | 34,734,675 28 | | |
| Deferred income bonds, nom. par, $25,501,030 00 | | ‡7,650,308 94 | 44 813 50 | |
| LIABILITIES. | | $131,375,960 90 | | |
| Bills payable and loans, | $5,825 150 00 | | 235,997 97 | |
| Due on account of purchases of stocks and bonds | 3,329,002 16 | | 3,329,002 16 | |
| Receivers' certificates for interest due June 1, 1880, on C. M. loan, | | | | 300,000 00 |
| Receivers' certificates for materials and supplies | | | | 1,202,211 63 |
| Floating debt, | $9,154,152 16 | | | |
| Debts due by the company: | | | | |
| Due to leased roads and canals, account rental, $1,643,491 83 | | | 341,672 90 | |
| Due to connecting railroad companies, 547,455 04 | | | 154,038 86 | |
| Due on account current business, 1,020,149 20 | | | 770,466 87 | |
| Due for wages, materials, drawbacks, &c., 1,537,503 11 | | | 418,477 99 | |
| Unpaid interest and dividends, 1,155,268 64 | | | | 609,578 90 |
| State tax on capital stock and gross receipts, 545,354 65 | | | 102,717 91 | |
| Sundry credits, 514,472 19 | | | 123,436 34 | |
| | 6,963,694 66 | | | |
| Insurance funds, | 493,991 77 | | 18,687 12 | |
| Sinking fund, loan, 1836-82, | 166,070 45 | | | |
| Sinking fund, Schuylkill Navigation Company improvement bonds, due November 1, 1880, | 228,000 00 | | | |
| Materials received through lease of Central New Jersey lines, | 595,156 33 | | 595,156 33 | |
| INCOME ACCOUNTS. | | 17,601,065 37 | | |
| Profit of Philadelphia and Reading R. R. Co.: | | | | |
| Year ending November 30, 1881, | $142,588 65 | | | |
| Year ending November 30, 1882, | 835,781 43 | | | |
| | $978,370 08 | | | |
| Year ending November 30, 1883, | 2,362,403 97 | | | |
| | $3,340,774 05 | | | |
| Less loss P. & R. C. & I. Co. for year ending November 30, 1881, 1882, and 1883, | 117,243 26 | 3 223,430 79 | 3,223 430 79 | |
| | | $152,200,457 06 | $23 890,780 08 | $5,352,930 53 |
| Less amount of decrease, | | | 5 352,930 53 | |
| Total amount of increase, | | | $18,537,849 55 | |

*$5.578,000 of consolidated mortgage loan held to meet the above. †$29,990,000 of general mortgage loan held to meet the above. ‡This represents issue price.

# *Philadelphia and Trenton.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Strickland Kneass, President, | Philadelphia, Pa. |
| James R. McClure, Secretary, | Philadelphia, Pa. |
| William Taylor, Treasurer, | Cambridge, N. J. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| G. M. Dorrance, | Bristol, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| Alexander Biddle, | Philadelphia, Pa. |
| Henry M. Phillips, | Philadelphia, Pa. |
| N. P. Shortridge, | Wynnewood, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| J. P. Wetherill, | Philadelphia, Pa. |
| A. M. Fox, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Henry D. Welsh, | Philadelphia, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Morrisville to Kensington, | | 26.42 | 26.42 |
| Length of second main track, | | 26.42 | 26.42 |
| Length of third main track, | | 13.95 | 13.95 |
| **Branches.** | | | |
| Tioga Street branch, from main line P. and T. R. R. in Kensington to gas-works on Delaware river, | Length of road, | 1.23 | 1.23 |
| | Length of single track, | 1.23 | 1.23 |
| **Leased Roads.** | | | |
| Trenton Delaware bridge, from Morrisville, Pa., to Trenton, N. J., | Length of bridge, | .19 | .19 |
| | Length of double track, | .19 | .19 |
| Connecting railway, from Frankford Junction to Mantua, | Length of road, | 6.75 | 6.75 |
| | Length of double track, | 6.75 | 6.75 |

# *Philadelphia, Newtown and New York.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James Boyd, President and General Solicitor, | Norristown, Pa. |
| Howard Boyd, Secretary and Treasurer, | Norristown, Pa. |
| G. W. Yost, General Agent, | Norristown, Pa. |
| William M. Geary, Superintendent, | Philadelphia, Pa. |

General offices at Norristown, Pa.

| *Directors.* | *Residences.* |
|---|---|
| A. D. Campbell, | Philadelphia. |
| George DeB. Keim, | Philadelphia. |
| John Hutchinson, | Philadelphia. |
| Charles H. Stinson, | Norristown, Pa. |
| A. H. Seipt, | Skippack, Pa. |
| John Slingluff, | Norristown, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Philadelphia to Newtown, | 20.9 | 20.9 |
| Length of single main track, | 20.9 | 20.9 |

## ASSETS.

| | | |
|---|---|---|
| Cost of road, real estate, &c., | $1,900,000 | 00 |
| Materials, | 2,965 | 45 |
| Sundry accounts, | 304 | 24 |
| Cash, | 19,113 | 17 |
| Deficit, | 126,141 | 88 |
| | $2,048,524 | 74 |

## LIABILITIES.

| | | |
|---|---|---|
| Stock, | $1,200,000 | 00 |
| Funded debt, | 700,000 | 00 |
| Sundry accounts, | 148,524 | 74 |
| | $2,048,524 | 74 |

# *Philadelphia, Wilmington and Baltimore.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Isaac Hinckley, President, | Philadelphia, Pa. |
| Frank Thomson, Vice President, | Philadelphia, Pa. |
| Robert Craven, Secretary and Treasurer, | Philadelphia, Pa. |
| John Scott, General Solicitor, | Philadelphia, Pa. |
| W. H. Brown, Chief Engineer, | Philadelphia, Pa. |
| Charles E. Pugh, General Manager, | Philadelphia, Pa. |
| H. F. Kenney, General Superintendent, | Ridley Park, Pa. |
| H. H. Carter, Division Superintendent, | Wilmington, Del. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Isaac Hinckley, | Philadelphia, Pa. |
| S. M. Felton, | Philadelphia, Pa. |
| S. M. Shoemaker, | Baltimore, Md. |
| Jacob Tome, | Port Deposit, Md. |
| Charles Warner, | Wilmington, Del. |
| William Sellers, | Philadelphia, Pa. |
| Christian Febiger, | Wilmington, Del. |
| George B. Roberts, | Philadelphia, Pa. |
| Frank Thomson, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| Henry M. Phillips, | Philadelphia, Pa. |
| Benjamin F. Newcomer, | Baltimore, Md. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Philadelphia to Baltimore, Md., | | 96.36 | 18.87 |
| Length of single main track, | | 3.24 | .23 |
| Length of second main track, | | 93.12 | 18.64 |
| **Branches.** | | | |
| Newark and Delaware City railroad branch, from P., W. and B. railroad junction, near Newark, Del., to Delaware City, | Length of road, | 11.79 | |
| | Length of single track, | 11.79 | |
| Brandywine branch, from P., W. and B. railroad junction to Augustine Mill, | Length of road, | 2.16 | 2.16 |
| | Length of single track, | 2.16 | 2.16 |
| New Castle and Wilmington railroad branch, from Delaware Junction to New Castle, Del., | Length of road, | 5.39 | |
| | Length of single track, | 5.39 | |
| New Castle and Frenchtown railroad branch, from New Castle to junction with Delaware railroad, | Length of road, | 6.77 | |
| | Length of single track, | 6.77 | |
| *Port Deposit branch, from Perrysville, Md., to Port Deposit, Md., | Length of road, | 3.78 | |
| | Length of single track, | 3.78 | |

| | | | |
|---|---|---|---|
| **Leased Roads.** | | | |
| Philadelphia and Baltimore Central railroad, from West Philadelphia to Octorara Junction, | Length of road, | 62.57 | 53.25 |
| | Length of single track, | 59.37 | 50.05 |
| | Length of double track, | 3.20 | 3.20 |
| West Chester branch, (P. and B. C. railroad.) from Wawa to West Chester | Length of road, | 9.35 | 9.35 |
| | Length of single track, | 9.35 | 9.35 |
| Chester Creek branch, from Wawa to Lamokin, | Length of road, | 7.14 | 7.14 |
| | Length of single track, | 7.14 | 7.14 |
| Delaware railroad, from junction with N., C. and F. railroad to Delmar, Del., | Length of road, | 83.83 | |
| | Length of single track, | 83.83 | |
| Townsend branch, from Townsend, Del., to Masseys, Md., | Length of road, | 9.15 | |
| | Length of single track, | 9.15 | |
| Queen Ann and Kent railroad, from Masseys, Md., to Centerville, Md., | Length of road, | 25.86 | |
| | Length of single track, | 25.86 | |
| Smyrna branch, from Clayton, Del., to Smyrma, Del., | Length of road, | 1.27 | |
| | Length of single track, | 1.27 | |
| Delaware and Chesapeake railroad, from Clayton, Del., to Oxford, Md., | Length of road, | 54.60 | |
| | Length of single track, | 54.60 | |
| Cambridge and Seaford railroad, from Seaford, Del., to Cambridge, Md., | Length of road, | 32.97 | |
| | Length of single track, | 32.97 | |

*Operated by Pennsylvania Railroad Company as part of Frederick Division.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $13,745,256 | 25 |
| Steamer Canton, half interest, | 41,259 | 60 |
| Real estate, | 377,849 | 82 |
| Stocks and bonds, | 1,990,320 | 82 |
| Fuel and materials, | 323,805 | 79 |
| Trustees of sinking funds, | 188,000 | 00 |
| Accounts receivable, | 370,087 | 01 |
| Cash, | 619,796 | 11 |
| | $17,656,375 | 40 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| Capital stock, | | $11,794,850 | 00 |
| Mortgage bonds, | | 31,500 | 00 |
| Registered bonds, | | 3,500,000 | 00 |
| Mortgage and ground rents, | | 134,916 | 66 |
| Ten-year notes due 1887, | | 60,000 | 00 |
| Pay-rolls and vouchers, | $413,774 63 | | |
| Interest and dividends, | 6,789 00 | | |
| Sundry accounts, | 207,842 46 | | |
| | | 628,406 | 09 |
| Profit and loss, | | 1,506,702 | 65 |
| | | $17,656,375 | 40 |

## *Plymouth.*

*Year ending December 10, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Winfield S. Wilson, President, | Chester county, Pa. |
| Alexander E. Dougherty, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

| *Managers.* | *Residences.* |
|---|---|
| James Boyd, | Norristown, Pa. |

John Slingluff, . . . . . Norristown, Pa.
Christopher Heebner, . . . . . Norristown, Pa.
I. V. Williamson, . . . . . Philadelphia, Pa.
Edwin Swift, . . . . . Philadelphia, Pa.
Richard Dale, . . . . . Philadelphia, Pa.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Conshohocken to Oreland, . . . . . | 9.25 | All. |

**ASSETS.**

| | | |
|---|---|---|
| Plymouth Railroad Company, . . . . . | $286,545 | 19 |
| **LIABILITIES.** | | |
| Capital stock, . . . . . | $12,050 | 00 |
| Philadelphia, Germantown and Norristown railroad, . . . . . | 274,495 | 19 |
| | $286,545 | 19 |

## *Point Breeze.*

*Year ending December 31, 1883.*

*Officers.* *Residences.*

William G. Warden, President, . . . . . Philadelphia, Pa.
Henry L. Davis, Secretary and Treasurer, . . . . . Philadelphia, Pa.

General offices at 307 Walnut street, Philadelphia.

*Directors.* *Residences.*

Norris W. Harkness, . . . . . Philadelphia, Pa.
Henry L. Davis, . . . . . Philadelphia, Pa.
Edward P. Cooper, . . . . . Philadelphia, Pa.
Charles H. Quarles, . . . . . Philadelphia, Pa.
William G. Brown, . . . . . Philadelphia, Pa.
Thornton Pike, . . . . . Lower Mayfield township, Bucks co., Pa.

**ASSETS.**

| | | |
|---|---|---|
| Land account, . . . . . | $4,552 | 84 |
| Expense account, . . . . . | 573 | 10 |
| Cash account, . . . . . | 897 | 40 |
| Profit and loss account, . . . . . | 1,176 | 66 |
| | $7,200 | 00 |
| **LIABILITIES.** | | |
| Capital stock account paid up, . . . . . | $7,200 | 00 |
| | $7,200 | 00 |

## *Pomeroy and Newark.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Strickland Kneass, President, | Philadelphia, Pa. |
| James R. McClure, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at No. 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Strickland Kneass, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| John P. Wetherill, | Philadelphia, Pa. |
| Henry D. Welsh, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| S. M. Felton, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pomeroy to P., W. & B. R. R. connections at Newark, Delaware, | 26.70 | 21.66 |
| Length of single main track, | 26.70 | 21.66 |

## *Reading and Columbia.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. A. Nicolls, President, | Reading. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |
| Alexander M. Wilson, Superintendent, | Columbia, Pa. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors, elected January 14, 1884.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |
| George deB. Keim, | Philadelphia. |
| Edward C. Knight, | Philadelphia. |
| Joseph B. Altemus, | Philadelphia. |
| John N. Hutchinson, | Philadelphia. |
| Thomas Baumgardner, | Lancaster. |
| William Latimer Small, | York. |
| Paris Haldeman, | Chickies, Lancaster county. |
| Benjamin F. Hiestand, | Marietta, Lancaster county. |
| Adam R. Royer, | Denver, Lancaster county. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Columbia, Pa., to Sinking Spring, Pa., | 40 | |
| Length of single main track, | 40 | |
| **Branches.** | | |
| Lancaster branch, from Lancaster Junction to Lancaster, Length of road, | 8 | |
| Length of single track, | 8 | |
| Lebanon branch, from Manheim to Mt. Hope, (under construction,) length of road, | 2 | |
| Haldeman branch, Length of road, | .84 | |
| Length of single track, | .84 | |
| Cabeens branch, Length of road, | 1.33 | |
| Length of single track, | 1.33 | |
| **Controlled and Operated Roads.** | | |
| Reading, Marietta and Hanover, from Marietta Junction to Chickies furnace, Length of road, | 6.5 | |
| Length of single track, | 6.5 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $2,061,379 | 06 |
| Equipment, | 245,241 | 18 |
| Real estate, | 65,306 | 22 |
| Material, | 18,286 | 64 |
| Cash, | 12,864 | 50 |
| Sundry debits, | 236,803 | 43 |
| Profit and loss income account, | 810,006 | 52 |
| | $3,449,887 | 55 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $957,200 | 00 |
| Capital stock, fractional shares, | 1,068 | 09 |
| Scrip, | 105 | 00 |
| First mortgage bonds, 1882-1912, | 650,000 | 00 |
| Second mortgage bonds, 1864-1884, | 350,000 | 00 |
| Debenture bonds, 1877-1917, | 1,000,000 | 00 |
| Bonds and mortgages, real estate, | 14,166 | 67 |
| Coupons due December 1, 1883, (accrued,) | 42,250 | 00 |
| Coupons due March 1, 1884, (accrued,) | 8,125 | 00 |
| Sundry credits, | 426,972 | 79 |
| | $3,449,887 | 55 |

## *Rew City and Eldred.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Col. John J. Carter, President, | Titusville, Pa. |
| Richard G. Taylor, Vice President, | Buffalo, N. Y. |
| John E. Ransam, Secretary, | Buffalo, N. Y. |
| Bird W. Spencer, Treasurer, | Passaic, N. J. |

General offices at room 21 Oil Exchange, Bradford, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Royal C. Vilas, | New York city. |
| Bird W. Spencer, | Passaic, N. J. |
| Edward N. Clymer, | Reading, Pa. |
| Richard G. Taylor, | Buffalo, N. Y. |
| Hiram G. Nalton, | Buffalo, N. Y. |
| Col. John J. Carter, | Titusville, Pa. |
| Alonzo I. Wilcox, | Bradford, Pa. |
| Hon. W. W. Brown, | Bradford, Pa. |
| George A. Eckbert, | Bradford, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Rew City, Pa., to Eldred, Pa., | 12.16 | 12.16 |
| Length of single main track, | 12.16 | 12.16 |

## *Ridgway and Clearfield.*

*Year ending December 31, 1883.*

| *Officers, elected January 8, 1883.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia, Pa. |
| Albert Howson, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John P. Green, | Philadelphia, Pa. |
| G. B. Roberts, | Philadelphia, Pa. |
| N. Parker Shortridge, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Henry D. Welsh, | Philadelphia, Pa. |
| J. Price Wetherill, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Ridgway to Brockwayville, | 19.59 | 19.59 |
| Length of single main track, | 19.39 | 19.39 |
| Length of second main track, | .20 | .20 |

## *Ridgway and Oil City.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| E. E. Willard, President, | Ridgway, Pa. |
| Frank Settelle, Secretary, | Ridgway, Pa. |
| J. H. Hagerty, Treasurer, | Ridgway, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| E. E. Willard, | Ridgway, Pa. |
| E. M. Rogers, | Arroyo, Pa. |
| John Morgan, | Ridgway, Pa. |
| Dan F. Farrand, | Ridgway, Pa. |
| Frank Settelle, | Ridgway, Pa. |
| J. H. Hagerty, | Ridgway, Pa. |
| S. A. Rote, | Ridgway, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Ridgway, Elk county, Pa., to Oil City, Venango county, Pa., | 60 | 60 |

## *River Front.*

### *Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Strickland Kneass, President, | Philadelphia, Pa. |
| James R. McClure, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at No. 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| G. B. Roberts, | Philadelphia, Pa. |
| J. N. DuBarry, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| S. M. Felton, | Philadelphia, Pa. |
| N. P. Shortridge, | Wynnewood, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| Henry D. Welsh, | Philadelphia, Pa. |
| Frank Thomson, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Philadelphia and Trenton railroad to Dock street, Philadelphia, | 3.62 | 3.62 |
| Length of single main track, | 1.35 | 1.35 |
| Length of second main track, | 2.27 | 2.27 |

# *Rochester and Pittsburgh.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Walston H. Brown, President, | 20 Nassau street, New York. |
| Thomas F. Wentworth, Secretary, | 20 Nassau street, New York. |
| Frederick A. Brown, Treasurer, | 20 Nassau street, New York. |
| John F. Dinkey, Auditor and Assistant Treasurer, | Rochester, N. Y. |
| William E. Hoyt, Chief Engineer, | Rochester, N. Y. |
| George E. Merchant, General Manager, | Rochester, N. Y. |
| E. W. Jordan, Division Superintendent, | Buffalo, N. Y. |

General offices at 20 Nassau street, New York, and Rochester, New York.

| *Directors.* | *Residences.* |
|---|---|
| Walston H. Brown, | New York city. |
| Augustus Kountze, | New York city. |
| Andrew Pierce, | Clifton Springs, N. Y. |
| Frederick D. Tappen, | New York city. |
| Wheeler H. Peckham, | New York city. |
| Frederick A. Brown, | New York city. |
| F. O. French, | New York city. |
| A. L. Hopkins, | New York city. |
| James Callery, | Pittsburgh, Pa. |
| Henry Day, | New York city. |
| W. M. Shaffner, | New York city. |
| H. K. Southwick, | New York city. |
| F. R. Lawrence, | New York city. |

| **Main Line.** | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Rochester to Walston Junction, | | 192.20 | 72.38 |
| Length of single main track, | | 192.20 | 72.38 |
| Length of second main track, | | 1.86 | |
| **Branches.** | | | |
| Second main line, from Buffalo to Ashford, | Length of road, | 47.28 | |
| | Length of single track, | 47.28 | |
| Salamanca branch, from Bradford junction to Salamanca, | Length of road, | 1.47 | |
| | Length of single track, | 1.47 | |
| Beech Tree Mines branch, from Beech Tree junction to Tipple No. 1, | Length of road, | 3.40 | 3.40 |
| | Length of single track, | 3.40 | 3.40 |
| From Beech Tree junction to Tipple No. 2, | Length of road, | 2.96 | 2.96 |
| | Length of single track, | 2.96 | 2.96 |
| Walston Mines branch, from Walston junction to Tipple No. 1, | Length of road, | 1.78 | 1.78 |
| | Length of single track, | 1.78 | 1.78 |
| From Walston junction to Tipple No. 2, | Length of road, | 1.85 | 1.85 |
| | Length of single track, | 1.85 | 1.85 |
| Turnouts and sidings other than above, including Perry railroad, leased, 1.03 miles, about | | 51.97 | 15.23 |
| **Leased Roads.** | | | |
| Perry railroad, from Silver Lake junction to Gainesville, No. 2, | Length of road, | 1.03 | |
| | Length of single track, | 1.03 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | | $21,447,780 05 |
| Equipment account, | | 1,581,587 05 |
| *Investment Account.* | | |
| Perry railroad stock. | $20,000 00 | |
| Brockwayville and Punxsutawney railroad stock, | 250,000 00 | |
| Rochester and Pittsburgh Coal and Iron Company stock, | 3,920,000 00 | |
| | | 4,190,000 00 |
| *Redemption Fund.* | | |
| Consolidated first mortgage bonds, to redeem income bonds, | $935,000 00 | |
| Rochester and Pittsburgh railroad stock, to redeem outstanding Rochester and Pittsburgh Coal and Iron Company stock, | 80,000 00 | |
| | | 1,015,000 00 |
| Cash on hand, | | 57,280 60 |
| Consolidated first mortgage owned by the company, | | 7,000 00 |
| Material on hand, | | 57,126 28 |
| Due from other railroad companies, | | 3,008 44 |
| Due from individuals, | | 48,229 73 |
| Due from agents and conductors, | | 40,655 87 |
| Profit and loss account: | | |
| Deficit September 30, 1882, | $38,985 34 | |
| Deficit September 30, 1883, | 50,491 57 | |
| | | 89,476 91 |
| | | $28,537,144 93 |

**LIABILITIES**

| | |
|---|---|
| Capital stock, | $20,000,000 00 |
| Funded debt. | 8,398,000 00 |
| Unfunded debt, | 139,144 93 |
| | $28,537,144 93 |

## *Salisbury.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. S. Bissell, President, | Pittsburgh, Pa. |
| J. B. Washington, Secretary and Treasurer, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Robert Garrett. | Baltimore, Md. |
| S. Spencer, | Baltimore, Md. |
| W. M. Clements, | Baltimore, Md. |
| H. S. Burgesser, | Pittsburgh, Pa. |
| John McCleave, | Pittsburgh, Pa. |
| John B. Jackson | Pittsburgh, Pa. |
| Thomas M. King, | Pittsburgh, Pa. |
| J. B. Caven, | Pittsburgh, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Salisbury junction to W. Salisbury, | 8.70 | 8.70 |
| Length of single main track, | 8.70 | 8.70 |
| **Branches.** | | |
| Grassy Run branch, from Boynton Mills to Salisbury Coal Company's mines, length of double track, | 1.25 | 1.25 |
| West Salisbury branch, from West Salisbury to Salisbury Coal Company's mines, length of single track, | .75 | .75 |
| Tub Mill Run branch, from West Salisbury to W. J. Smith & Co.'s mines, length of single track, | .50 | .50 |

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, | $243,648 | 07 |
| Due from other corporations, individuals, and cash, | 8,985 | 82 |
| Profit and loss, | 15,395 | 61 |
| | $268,029 | 50 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $117,800 | 00 |
| Scrip stock, | 229 | 50 |
| First mortgage bonds, | 150,000 | 00 |
| | $268,029 | 50 |

## *Schuylkill Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George DeB. Keim, President, | Philadelphia. |
| P. C. Hollis, Secretary and Treasurer, | Philadelphia. |

General offices at 407 Library street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| A. Hewson, | Philadelphia. |
| E. C. Knight, | Philadelphia. |
| J. B. Altemus, | Philadelphia. |
| I. V. Williamson, | Philadelphia. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Port Carbon to Reevesdale, | | 11 | 11 |
| Length of single main track, | | 5.7 | 5.7 |
| Length of second main track, | | 5.3 | 5.3 |
| **Branches.** | | | |
| Port Carbon branch, from Port Carbon valley scales to Allison's shops, | Length of road, | .2 | .2 |
| | Length of single track, | .2 | .2 |
| Eagle Hill branch, from Eagle Hill to Five Points, | Length of road, | 1.34 | 1.34 |
| | Length of single track, | 1.34 | 1.34 |
| Novelty branch, from Huebner's cut to breaker, | Length of road, | .5 | .5 |
| | Length of single track, | .5 | .5 |
| Silver Creek branch, from New Philadelphia to Silver Creek, | Length of road, | 2.4 | 2.4 |
| | Length of single track, | 2.4 | 2.4 |
| Big Vein branch, from Middleport to colliery, | Length of road, | 1.95 | 1.95 |
| | Length of single track, | 1.95 | 1.95 |
| Coal Hill branch, from Middleport to breaker, | Length of road, | .2 | .2 |
| | Length of single track, | .2 | .2 |
| Brockville branch, from Brockville station to Brockville, | Length of road, | .6 | .6 |
| | Length of single track, | .6 | .6 |

**ASSETS.**

| | | |
|---|---|---|
| Railroad, | $576,840 | 94 |
| Philadelphia and Reading Railroad Company, (rental,) | 16,165 | 12 |
| Cash, | 1,181 | 35 |
| | $594,187 | 41 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $576,050 | 00 |
| Dividends unpaid, | 338 | 55 |
| Revenue account, six months' rental, due December 1, 1883, | 16,358 | 74 |
| State tax, | 1,440 | 12 |
| | $594,187 | 41 |

## *Selin's Grove and North Branch.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| E. B. McCrum, President, | Mifflintown, Pa. |
| Miles Wetzel, Secretary, | Selin's Grove, Pa. |
| W. F. Eckbert, Treasurer, | Curwensville, Pa. |
| E. B. McCrum, Receiver, | Mifflintown, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| E. B. McCrum, | Mifflintown, Pa. |
| Frederick Espenschade, | Mifflintown, Pa. |
| J. B. Wilson, | Oakland Mills, Pa. |
| Jacob Smith, | McAlistersville, Pa. |
| D. G. Winey, | Richfield, Pa. |
| Henry Brown, | Freeburg, Pa. |
| Augustus Springman, | Freeburg, Pa. |
| J. W. Gaugler, | Selin's Grove, Pa. |
| W. F. Eckbert, | Curwensville, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Selin's Grove to Port Treverton, | 7 | 7 |
| **Branches.** | | |
| Mifflintown branch, from Burns Junction to Mifflintown, Length of branch, | 30 | 30 |

## *Shamokin Valley and Pottsville.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. B. Roberts, President, | Philadelphia. |
| Stephen W. White, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Wistar Morris, | Philadelphia. |
| J. N. DuBarry, | Philadelphia. |
| Jacob P. Jones, | Philadelphia. |
| A. J. Cassatt, | Philadelphia. |
| Edmund Smith, | Philadelphia. |
| John P. Green, | Philadelphia. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Sunbury to Mt. Carmel, | 27.30 | 27.30 |
| Length of single main track, | 27.30 | 27.30 |
| **Branches.** | | |
| Lancaster branch, from Lancaster Junction to Hickory Ridge Colliery, Length of road, | 2.48 | 2.48 |
| Length of single track, | 2.48 | 2.48 |

# *Shamokin, Sunbury and Lewisburg.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| S. P. Wolverton, President, | Sunbury, Pa. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |

General offices at 227 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| A. H. Dill, | Lewisburg, Union co., Pa. |
| John C. Smith, | Lewisburg, Union co., Pa. |
| Levi Rooke, | Winfield, Union co., Pa. |
| H. E. Davis, | Sunbury, Northumberland co., Pa. |
| Ira T. Clement, | Sunbury, Northumberland co., Pa. |
| John Haas, | Sunbury, Northumberland co., Pa. |
| L. H. Kase, | Sunbury, Northumberland co., Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from West Milton, Pa , to Shamokin, Pa., | 31.1 | |
| Length of single main track, | 31.1 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $2,475,558 | 48 |
| Real estate, | 13,550 | 00 |
| Cash, | 4,874 | 06 |
| Sundry debits, | 562 | 13 |
| | $2,494,544 | 67 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $1,000,000 | 00 |
| First mortgage bonds, | 1,000,000 | 00 |
| Unfunded debt, | 486,958 | 15 |
| Sundry credits, | 7,586 | 52 |
| | $2,494,544 | 67 |

# *Sharon.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George Boyce, President, | Sharon, Pa. |
| John H. Dynes, Secretary, | Cleveland, Ohio. |
| Charles Hall, Treasurer, | Sharon, Pa. |

General offices at Sharon, Mercer county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| James F. Clark, | Cleveland, Ohio. |
| Fayette Brown, | Cleveland, Ohio. |
| Charles Latimer, | Cleveland, Ohio. |
| Norman Hall, | Sharon, Pa. |
| P. L. Kimberly, | Sharon, Pa. |
| E. A. Wheeler, | Sharon, Pa. |
| Jonas J. Pierce, | Sharpsville, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Sharon to Sharon Junction, | | 9 | 9 |
| Length of single main track, | | 9 | 9 |
| **Branches.** | | | |
| Sharpsville, Wheatland, Sharon and Greenfield branch, from Sharon to coal mines, | Length of road, | 4 | 4 |
| | Length of single track, | 4 | 4 |
| Middlesex Extension branch, from Sharon to Middlesex, | Length of road, | 5 | 5 |
| | Length of single track, | 5 | 5 |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $525,082 | 54 |
| Cash, | 11,705 | 98 |
| | $536,788 | 52 |

**LIABILITIES.**

| | | |
|---|---|---|
| Bonds payable, | $156,000 | 00 |
| Capital stock, | 367,650 | 00 |
| Profit and loss, | 13,138 | 52 |
| | $536,788 | 52 |

## *Sharpsville.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William L. Scott, President, | Erie, Pa. |
| Walter Pierce, Vice President and General Manager, | Sharpsville, Pa. |
| Frank Pierce, Secretary, | Sharpsville, Pa. |
| C. E. Agnew, Treasurer, | Sharpsville, Pa. |

General offices at Sharpsville, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Wallace Pierce, | Sharpsville, Pa. |
| James B. Pierce, | Sharpsville, Pa. |
| Frank Pierce, | Sharpsville, Pa. |
| James L. Deeter, | Sharpsville, Pa. |
| E. W. Bailey, | Sharpsville, Pa. |
| W. W. Kitch, | Sharpsville, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Sharpsville to Wilmington Junction, | | 17 | 17 |
| Length of single main track, | | 17 | 17 |
| **Branches.** | | | |
| Neshannock branch, from Summit to Neshannock, | Length of road, | 1.06 | 1.06 |
| | Length of single track, | 1.06 | 1.06 |
| Bethel branch, from Bethel to Bethel mine, | Length of road, | .28 | .28 |
| | Length of single track, | .28 | .28 |
| Lackawannock branch, from Lackawannock Junction to Lack. mine, | Length of road, | .80 | .80 |
| | Length of single track, | .80 | .80 |
| Furnace branch, in borough of Sharpsville, | Length of road, | .92 | .92 |
| | Length of single track, | .92 | .92 |
| Sidings and yard tracks, from Sharpsville and on line of road, | Length of road, | 2.00 | 2.00 |
| | Length of single track, | 2 00 | 2.00 |

## *Sherrick Run.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| H. C. Frick, President, | Pittsburgh, Pa. |
| Charles H. Spencer, Secretary, | Pittsburgh, Pa. |
| G. B. Bosworth, Treasurer, | Pittsburgh, Pa. |
| W. F. McCook, General Solicitor, | Pittsburgh, Pa. |
| Benjamin P. Howell, Chief Engineer, | Scottdale, Pa. |

General offices at 104 Fifth avenue, Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| H. C. Frick, | Pittsburgh, Pa. |
| Thomas M. Carnegie, | Pittsburgh, Pa. |
| D. A. Stewart, | Pittsburgh, Pa. |
| John Walker, | Allegheny, Pa. |
| W. F. McCook, | Pittsburgh, Pa. |
| C. H. Spencer, | Pittsburgh, Pa. |
| G. B. Bosworth, | Pittsburgh, Pa. |

## *Sinnemahoning and Sheffield.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles R. Earley, President, | Ridgway, Pa. |
| A. J. Applebee, Vice President, | Bradford, Pa. |

R. E. Whiteley, Secretary, . . . . . Bradford, Pa.
T. L. Minier, Treasurer, . . . . . Elmira, N. Y.
Lucore & Earley, General Solicitors, . . . . . Ridgway, Pa.
E. E. Willard, Chief Engineer, . . . . . Ridgway, Pa.
Charles B. Earley, Assistant Treasurer, . . . . . Ridgway, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Charles R. Earley, | Ridgway, Pa. |
| Theodore L. Minier, | Elmira, N. Y. |
| Alonzo I. Wilcox, | Bradford, Pa. |
| Lucius Rogers, | Harrisburg, Pa. |
| William C. Alberger, | New York, N. Y. |
| Ashel N. Cole, | Wellsville, N. Y. |
| Samuel C. Taber, | Elmira, N. Y. |
| Edwin C. Bradley, | Bradford, Pa. |
| A. J. Applebee, | Bradford, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Elk and Cameron county line, on Bennett's branch, Sinnemahoning Creek, Pa., to Sheffield, Pa., . . | 65 | 65 |

## *Slate Ridge and Delta.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Foulk Jones, President, | Slate Hill, Pa. |
| John Macomber, Secretary, | Delta, Pa. |
| S. G. Boyd, Treasurer, | Baltimore, Md. |
| Horace Keesey, General Solicitor, | York, Pa. |

General offices at Slate Hill, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John Macomber, | Delta, Pa. |
| Robert S. Parke, | Delta, Pa. |
| Edgar Mobley, | Bryansville, Pa. |
| John S. McElwain, | Fawn Grove, Pa. |
| John S. Murphy, | Woodbine, Pa. |
| H. W. Ramsay, | Delta, Pa. |
| W. J. McCurdy, | Slate Hill, Pa. |
| S. G. Boyd, | Baltimore, Md. |
| A. C. McCurdy, | Delta, Pa. |
| Asa Jones, | Fawn Grove, Pa. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Maryland and Pennsylvania State line to Delta station on York and Peach Bottom railway, . . | . . . . . | 1 |
| Length of single main track, . . . . . All single track. | | |

## *Somerset and Cambria.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. B. Washington, President, | Pittsburgh, Pa. |
| Welty McCullogh, Secretary, | Greensburg, Pa. |
| W. H. Ijams, Treasurer, | Baltimore, Md. |
| J. L. Randolph, Chief Engineer, | Martinsburg, W. Va. |
| Thomas M. King, General Superintendent, | Pittsburgh, Pa. |

General offices at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| W. H. Koontz, | Somerset, Pa. |
| C. C. Musselman, | Somerset, Pa. |
| Welty McCullogh, | Greensburg, Pa. |
| D. J. Morrell, | Johnstown, Pa. |
| Robert Garrett, | Baltimore, Md. |
| Joshua G. Harvey, | Baltimore, Md. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Rockwood to Johnstown, | 45.1 | 45.1 |
| Length of single main track, | 45.1 | 45.1 |

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, | $1,302,403 | 94 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $500,000 | 00 |
| First mortgage bonds, | 75,000 | 00 |
| Traffic bonds, | 400,000 | 00 |
| Due other corporations, | 254,278 | 72 |
| Profit and loss, | 73,125 | 22 |
| | $1,302,403 | 94 |

## *South Mountain.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. C. Fuller, President, | Philadelphia. |
| William H. Woodward, Sec'y, Treas., and Gen'l Supt., | Pine Grove Furnace, Pa. |

General offices at Pine Grove Furnace, Pa.

| *Directors.* | *Residences.* |
|---|---|
| J. C. Fuller, | Philadelphia. |
| Jay Cooke, | Philadelphia. |
| Jay Cooke, Jr., | Philadelphia. |
| Charles D. Barney, | Philadelphia. |
| Spencer Erwin, | Philadelphia. |
| B. J. Woodward, | Philadelphia. |
| John M. Butler, | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from South Mountain Junction (Carlisle, Pa.) to Pine Grove Furnace, Pa., | 17.78 | |

## *Southern Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas B. Kennedy, President, | Chambersburg. |

| *Directors.* | *Residences.* |
|---|---|
| George B. Roberts, | Philadelphia. |
| Wister Morris, | Philadelphia. |
| Strickland Kneass, | Philadelphia. |
| J. N. DuBarry, | Philadelphia. |
| Henry M. Phillips, | Philadelphia. |
| Henry D. Welsh, | Philadelphia. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from South Penn Junction to Richmond, | | 21 | 21 |
| Length of single main track, | | 21 | 21 |
| **Branches.** | | | |
| Richmond to ore banks, | Length of road, | 2 | 2 |
| | Length of single track, | 2 | 2 |

## *South Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Robert H. Sayre, President, | Bethlehem, Pa. |
| Frederick J. Grotevent, Secretary and Treasurer, | Harrisburg, Pa. |

General offices at Harrisburg, Pa., (corner Fifth and Market streets.)

| *Directors.* | *Residences.* |
|---|---|
| William H. Vanderbilt, | New York city. |
| William K. Vanderbilt, | New York city. |
| H. F. Dimock, | New York city. |
| H. McK. Twombly, | New York city. |
| Reon Barnes, | Corning, N. Y. |
| George J. McGee, | Philadelphia, Pa. |
| F. B. Gowen, | Philadelphia, Pa. |
| R. K. Sheldon, | Marietta, Pa. |
| James Duffy, | Pittsburgh, Pa. |
| D. Hostetter, | Centre, Pa. |
| Jacob Bixler, | Harrisburg, Pa. |
| W. T. Sanger, | |

## *South-West Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| D. R. Davidson, | Pittsburgh. |
| John K. Ewing, | Uniontown, Pa. |
| Robert Hogsett, | Uniontown, Pa. |
| William J. Howard, | Philadelphia. |
| George F. Huff, | Greensbnrg, Pa. |
| Strickland Kneasss, | Philadelphia. |
| G. B. Roberts, | Philadelphia. |
| B. F. Ruff, | Pittsburgh. |
| N. Parker Shortridge, | Philadelphia. |
| Edmund Smith, | Philadelphia. |
| George A. Torrence, | New Haven, Pa. |
| J. F. Wentling, | Greensburg, Pa. |

| Main Line. | | Whole length in miles | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from South-West Junction to Fairchance, | | 44.10 | 44.10 |
| Length of single main track, | | 44.10 | 44.10 |
| **Branches.** | | | |
| Sewickley branch, from junction to Tranger, | Length of road, | 6.90 | 6.90 |
| | Length of single track, | 6.90 | 6.90 |
| Stonerville branch, from junction South-West Pennsylvania railway to terminus, | Length of road, | 1.51 | 1.51 |
| | Length of single track, | 1.51 | 1.51 |

| | | | |
|---|---|---|---|
| Boyer Run branch, from junction South-West Pennsylvania railway to terminus, | Length of road, | 1.82 | 1.82 |
| | Length of single track, | 1.82 | 1.82 |
| Brinker Run branch, from junction with Sewickley branch to terminus, | Length of road, | 2.02 | 2.02 |
| | Length of single track, | 2.02 | 2.02 |
| Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch, | Length of road, | 1.87 | 1.87 |
| | Length of single track, | 1.87 | 1.87 |
| Overton branch, from junction with Scottdale branch to terminus, | Length of road, | 1.24 | 1.24 |
| | Length of single track, | 1.24 | 1.24 |
| June Bug branch, from junction Scottdale branch to terminus, | Length of road, | 1.20 | 1.20 |
| | Length of single track, | 1.20 | 1.20 |
| Schoonmaker branch, from June Bug branch to terminus, | Length of road, | .46 | .46 |
| | Length of single track, | .46 | .46 |
| Morewood branch, from north end June Bug branch to Morewood, | Length of road, | 1.25 | 1.25 |
| | Length of single track, | 1.25 | 1.25 |
| Texas branch, from junction June Bug branch to terminus, | Length of road, | 3.74 | 3.74 |
| | Length of single track, | 3.74 | 3.74 |
| Everson and Broad Ford branch, from junction with South-West Pennsylvania railway to Youghiogheny Northern railway, | Length of road, | 1.90 | 1.90 |
| | Length of single track, | 1.90 | 1.90 |
| Opossum Run branch, from junction with South-West Pennsylvania railway to terminus, | Length of road, | 3.90 | 3.90 |
| | Length of single track, | 3.90 | 3 90 |
| Morrell branch, from South-West Pennsylvania railway to terminus, | Length of road, | 1.18 | 1.18 |
| | Length of single track, | 1.18 | 1.18 |
| Fairchance branch, from South-West Pennsylvania railway to Kyle coke works, | Length of road, | 1.68 | 1.68 |
| | Length of single track, | 1.68 | 1.68 |

## *State Line and Sullivan.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. Raymond Claghorn, President, | Philadelphia, Pa. |
| O. A. Baldwin, Secretary, | Towanda, Pa. |
| H. C. Davis, Treasurer, | Philadelphia, Pa. |
| I. O. Blight, General Manager, | Towanda, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| E. M. Davis, | Philadelphia, Pa. |
| Edward Lewis, | Philadelphia, Pa. |
| J. T. Audenreid, | Philadelphia, Pa. |
| C. M. Foulke, | Philadelphia, Pa. |
| Edward Hoopes, | Philadelphia, Pa. |
| N. N. Betts, | Towanda, Pa. |
| W. I. Grant, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Monroe to Bernice, | 24 | 24 |
| Length of single main track, | 24 | 24 |

**ASSETS.**

| | | |
|---|---|---|
| Equipment, | $38,800 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $1,000,000 | 00 |
| Funded debt, | 200,000 | 00 |
| Unfunded debt, | 20,635 | 75 |
| | $1,220,635 | 75 |

## *Stony Creek.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James Boyd, President and Solicitor, | Norristown, Pa. |
| Howard Boyd, Secretary and Treasurer, | Norristown, Pa. |
| George B. Boggs, Superintendent and Engineer, | Norristown, Pa. |

General offices at No. 33 East Main street, Norristown, Pa.

| *Directors.* | *Residences.* |
|---|---|
| A. R. Cox, | Norristown, Pa. |
| F. D. Sower, | Norristown, Pa. |
| Oliver G. Morris, | Line Lexington, Pa. |
| Samuel Dresher, | Norritonville, Pa. |
| Daniel S. Heebner, | Lansdale, Pa. |
| Joshua Comly, | Philadelphia, Pa. |
| John Slingluff, | Norristown, Pa. |
| Henry A. Derr, | Norristown, Pa. |
| Daniel C. Getty, | Norristown, Pa. |
| E. Channing Potts, | Norristown, Pa. |
| J. P. Hale Jenkins, | Norristown, Pa. |
| John S. Heebner, | Lansdale, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, single track, from Norristown to Lansdale, | 10.3 | 10.3 |
| **Branches.** | | |
| Asylum branch, from Asylum junction to State asylum, | .85 | .85 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $454,869 | 16 |
| Real estate, | 46,569 | 31 |
| Right of way, | 42,269 | 07 |
| Bonds of the Agricultural Improvement Company, | 300 | 00 |
| Materials, | 1,548 | 32 |
| Debts due on account of October, 1883, business, | 6,658 | 58 |
| Cash, | 18,871 | 56 |
| Income account, | 321,627 | 31 |
| | $892,713 | 31 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $176,100 | 00 |
| Instalments on stock, | 884 | 64 |
| Mortgage bonds, | 350,000 | 00 |
| Liabilities and debts due on account of October business, | 357,119 | 51 |
| Mortgages and ground rents, | 5,500 | 00 |
| Coupon mortgage bonds due October 1, 1883, unpaid, | 1,067 | 50 |
| Coupon mortgage bonds due April 1, 1883, accrued, | 2,041 | 66 |
| | $892,713 | 31 |

## *Sunbury, Hazleton and Wilkes-Barre.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| D. B. Cummins, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| Henry M. Phillips, | Philadelphia. |
| G. B. Roberts, | Philadelphia. |
| Edmund Smith, | Philadelphia. |
| J. Price Wetherill, | Philadelphia. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Sunbury to Tomhicken, | 43.44 | 43.44 |
| Length of single main track, | 43.44 | 43.44 |

## *Sunbury and Lewistown.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Aaron Fries, President, | Philadelphia, Pa. |
| Frank S. Lewis, Secretary and Treasurer, | Philadelphia, Pa. |
| James H. Campbell, General Solicitor, | Philadelphia, Pa. |
| W. M. Phillips, Division Superintendent, | Lewistown, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| James H. Campbell, | Philadelphia, Pa. |
| Stephen Greene, | Philadelphia, Pa. |

Josiah Hart, . . . . . Doylestown, Pa.
Samuel G. Lewis, . . . . . Philadelphia, Pa.
John W. Moffley, . . . . . Philadelphia, Pa.
George Shannon, . . . . . Norristown, Pa.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Lewistown to Selinsgrove Junction, . | 43.31 | 43.31 |
| Length of single main track, . . . . . | 43.31 | 43.31 |

## *Susquehanna and Clearfield.*

*Year ending December, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, . . . . . | Philadelphia. |
| Albert Hewson, Secretary, . . . . . | Philadelphia. |
| Taber Ashton, Treasurer, . . . . . | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| John P. Green, . . . . . | Philadelphia. |
| Strickland Kneass, . . . . . | Philadelphia. |
| Wistar Morris, . . . . . | Philadelphia. |
| G. B. Roberts, . . . . . | Philadelphia. |
| N. Parker Shortridge, . . . . . | Philadelphia. |
| Edmund Smith, . . . . . | Philadelphia. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Keating to Karthaus, . . . . . | 22.73 | 22.73 |
| Length of single main track, now laid, . . . . . | 22.00 | 22.00 |

## *Susquehanna and Delaware River.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Damon Y. Kilgore, President, . . . . . | Philadelphia, Pa. |
| David Hanley Stone, Secretary, . . . . . | Philadelphia, Pa. |
| James W. Masters, Treasurer, . . . . . | Philadelphia, Pa |
| Richard B. Osborne, Chief Engineer, . . . . . | Philadelphia, Pa. |

General offices at 605 Walnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Franklin M. Hower, | Cherryville, Pa. |
| Napoleon Desh, | Jonestown, Pa. |
| James W. Masters, | Philadelphia, Pa. |
| Damon Y. Kilgore, | Philadelphia, Pa. |
| D. H. Stone, | Philadelphia Pa. |
| John R. McFetridge, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, as located from Harrisburg to Delaware river, south of Water Gap, | 107 | All. |
| Length of single main track completed, | $1\frac{1}{6}$ | |
| Length of main line graded and partially constructed, | 42 | |
| **Branch.** | | |
| Bernville branch, from Straustown to city of Reading, Length of road, | 20 | |
| Length of graded, | 8 | |
| Length of laid in track, | None. | |

# *Tioga.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| H. J. Jewett, President, | New York city. |
| J. C. Guthrie, Vice President, | Elmira, N. Y. |
| C. C. Drake, Secretary, | Elmira, N. Y. |
| D. S. Drake, Treasurer, | Elmira, N. Y. |
| Raymond DuPuy, Chief Engineer and General Superintendent, | Blossburg, Pa. |

General offices at Elmira, New York.

| *Directors.* | *Residences.* |
|---|---|
| Hugh J. Jewett, | New York city. |
| F. N. Drake, | Corning, N. Y. |
| J. C. Guthrie, | Elmira, N. Y. |
| C. C. Drake, | Elmira, N. Y. |
| H. W. Rathbone, | Elmira, N. Y. |
| S. T. Arnot, | Elmira, N. Y. |
| S. T. Reynolds, | Elmira, N. Y. |
| Robert Harris, | New York city. |
| D. S. Drake, | Elmira, N. Y. |
| L. H. Shattuck, | Blossburg, Pa. |
| H. D. V. Pratt, | Elmira N. Y. |
| H. H. Cook, | New York city. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from State Line Junction, N. Y., to Hoytville, Pa, | | 62.6 | 56 |
| **Branches.** | | | |
| Morris Run branch, from Blossburg, Pa., to Morris Run, Pa., | Length of road; | 4 | 4 |
| **Leased Roads.** | | | |
| Arnot and Pine Creek railway, from Arnot, Pa., to Hoytville, Pa., | Length of road, | 12 | 12 |
| Elmira State Line railroad, from junction Northern Central railroad, near city of Elmira, to Pennsylvania State line, | Length of double track, | 6.6 | |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $1,480,815 | 41 |
| Materials on hand, | 55,441 | 84 |
| Accounts due from other corporations, | 852,257 | 55 |
| Bills receivable, | 1,014,000 | 00 |
| | $3,402,514 | 80 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $580,900 | 00 |
| Funded debt, | 818,700 | 00 |
| Accounts due other corporations, | 1,507 | 18 |
| Profit and loss, | 2,001,407 | 62 |
| | $3,402,514 | 80 |

## *Tresckow.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| F. C. Yarnall, President, | Overbrook, Pa. |
| S. Shepherd, Secretary and Treasurer, | Philadelphia, Pa. |

General offices at Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| J. S. Harris, | Philadelphia, Pa. |
| E. W. Clark, | Philadelphia, Pa. |
| George Whitney, | Philadelphia, Pa. |
| Edward Lewis, | Philadelphia, Pa. |
| E. Hill, | Philadelphia, Pa. |
| C. F. Howell, | Philadelphia, Pa. |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $232,623 | 93 |
| | $232,623 | 93 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, 2,600 shares, | $130,000 | 00 |
| Due the Lehigh Coal and Navigation Company, | 102,623 | 93 |
| | $232,623 | 93 |

## *Tyrone and Clearfield.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Strickland Kneass, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| Henry M. Phillips, | Philadelphia. |
| G. B. Roberts, | Philadelphia. |
| N. Parker Shortridge, | Philadelphia. |
| Edmund Smith, | Philadelphia. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Vail to Curwensville, | | 44.04 | 44.04 |
| Length of single main track, | | 44.04 | 44.04 |
| **Branches.** | | | |
| Moshannon branch, from Osceola Junction to Ramey, | Length of road, | 8.86 | 8.86 |
| | Length of single track, | 4.28 | 4.28 |
| | Length of double track, | 4.58 | 4.58 |
| Coal Run branch, from Coal Run Junction to terminus, | Length of road, | 3.52 | 3.52 |
| | Length of single track, | 3.52 | 3.52 |
| Goss Run, No. 1, branch, from Goss Run Junction to terminus, | Length of road, | 1.91 | 1.91 |
| | Length of single track, | 1.91 | 1.91 |
| Goss Run, No. 2, branch, from Goss Run Junction No. 2 to terminus, | Length of road, | 1.63 | 1.63 |
| | Length of single track, | 1.63 | 1.63 |
| Goss Run, No. 3, branch, from Goss Run Junction No. 3 to terminus, | Length of road, | 1.42 | 1.42 |
| | Length of single track, | 1.42 | 1.42 |
| Houtzdale branch, from Houtzdale Junction to terminus, | Length of road, | .74 | .74 |
| | Length of single track, | .74 | .74 |
| Mapleton, No. 1, branch, from Mapleton Junction to terminus, | Length of road, | 2.21 | 2.21 |
| | Length of single track, | 2.21 | 2.21 |
| Crowell or Mapleton, No. 2, branch, from Mapleton Junction No. 2 to terminus, | Length of road, | 2.24 | 2.24 |
| | Length of single track, | 2.24 | 2.24 |
| Phillipsburg branch, from Phillipsburg junction to Morrisdale, | Length of road, | 3.73 | 3.73 |
| | Length of single track, | 3.73 | 3.73 |

# *Warren and Farnsworth Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| M. Waters, President, | Warren, Pa. |
| M. B. Dunham, Vice President, | Warren, Pa. |
| J. P. Jefferson, Secretary, | Warren, Pa. |
| A. D. Wood, Treasurer and General Manager, | Warren, Pa. |
| Wetmore, Noyes & Hinckley, General Solicitors, | Warren, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| T. Struthers, | Warren, Pa. |
| L. D. Wetmore, | Warren, Pa. |
| J. H. Eddy, | Warren, Pa. |
| C. W. Stone, | Warren, Pa. |
| A. J. Hazletine, | Warren, Pa. |
| M. Beecher, | Warren, Pa. |
| F. Henry, | Warren, Pa. |
| F. H. Rockwell, | Warren, Pa. |
| M. B. Dunham, | Warren, Pa. |
| J. A. Cadwallader, | Titusville, Pa. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Clarendon to Vandergrift, | | 10.05 | 10.05 |
| Length of single main track, | | 10.05 | 10.05 |
| **Branches.** | | | |
| Garfield branch, from Junction to Garfield, | Length of road, | 1.12 | 1.12 |
| | Length of single track, | 1.12 | 1.12 |
| Dunham's Mill branch, from Junction to Dunham's Mill, | Length of road, | 4.09 | 4.09 |
| | Length of single track, | 4.09 | 4.09 |

## ASSETS.

| | | |
|---|---|---|
| Construction, | $123,431 | 71 |
| Equipment, | 44,917 | 77 |
| | $168,349 | 48 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $75,000 | 00 |
| Funded debt, | 64,000 | 00 |
| Unfunded debt, | 18,378 | 98 |
| | $157,378 | 98 |

# *Waynesburg and Washington.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| General J. F. Temple, President, | Waynesburg, Pa. |
| J. A. J. Buchanan, Vice President, | Waynesburg, Pa. |
| James E. Sayers, Vice President, | Waynesburg, Pa. |
| W. Inghram, Vice President, | Waynesburg, Pa. |
| Thomas Hook, Vice President, | Waynesburg, Pa. |
| R. F. Downey, Secretary, | Waynesburg, Pa. |
| L. J. Braden, Treasurer, | Waynesburg, Pa. |
| P. A. Knox, General Solicitor, | Waynesburg, Pa. |
| C. E. Bower, General Superintendent, | Waynesburg, Pa. |

General offices at Waynesburg, Greene county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Julius Le Moyne, | Washington, Pa. |
| Bazel Gordon, | Waynesburg, Pa. |
| W. T. Lantz, | Waynesburg, Pa. |
| Aaron Day, | Waynesburg, Pa. |
| Jacob Swart, | Hopkins' Mills, Pa. |
| Demas McCollum, | Amity, Pa. |
| R. A. McConnell, | Waynesburg, Pa. |
| Samuel Luce, | Waynesburg, Pa. |
| T. W. Sayers, | Waynesburg, Pa. |
| D. A. Spragg, | Waynesburg, Pa. |
| J. G. Ritchie, | Waynesburg, Pa. |
| A. J. Brant, | Spragg's, Pa. |

| **Main Line.** | Whole length in feet. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Waynesburg to Washington, | 28.3 | All. |
| Length of single main track, | 28.3 | All. |

## ASSETS.

| | | |
|---|---|---|
| Construction, | $158,495 | 39 |
| Equipment, | 33,429 | 79 |
| Real estate, | 4,300 | 00 |
| Bills receivable, | 555 | 00 |
| Material on hand, | 572 | 00 |
| Cash in hands of treasurer, | 2,234 | 96 |
| Profit and loss, | 5,677 | 83 |
| | $205,264 | 97 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock paid in, | $101,364 | 97 |
| Funded debt, | 98,900 | 00 |
| Unfunded debt, | 4,000 | 00 |
| Bills payable, | 1,000 | 00 |
| | $205,264 | 97 |

# *Western Maryland.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. M. Hood, President, | Baltimore, Md. |
| Alexander Rieman, Vice President, | Baltimore, Md. |
| John S. Hardin, Secretary and Treasurer, | Baltimore, Md. |
| Marshall & Hall, General Solicitors, | Baltimore, Md. |
| J. M. Hood, Chief Engineer and General Manager, | Baltimore, Md. |

General offices at Baltimore.

| *Directors.* | *Residences.* |
|---|---|
| Joshua Biggs, | Frederick county. |
| Christian Devries, | Baltimore. |
| Daniel J. Foley, | Baltimore. |
| William H. Graham, | Baltimore. |
| George W. Harris, | Washington county. |
| E. G. Hipsley, | Baltimore. |
| C. W. Humrichouse, | Washington county. |
| Germon H. Hunt, | Baltimore. |
| John K. Longwell, | Carroll county. |
| J. W. McElroy, | Baltimore. |
| J. I. Middleton, | Baltimore. |
| Alexander Rieman, | Baltimore. |
| Samuel H. Tagart, | Baltimore. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Baltimore to Williamsport, Md., | | 90 | ½ |
| Length of single main track, | | 90 | |
| **Leased Roads.** | | | |
| Baltimore and Cumberland Valley railway, from Edgemont, Md., to Maryland State line, | Length of road, | 3.03 | |
| | Length of single track, | | |
| Baltimore and Cumberland Valley railroad, from Maryland State line to Waynesboro', Pa., | Length of road, | 4.55 | 4.55 |
| | Length of single track, | | |
| Baltimore and Cumberland Valley railroad extension, from Waynesboro', Pa., to Shippensburg, | Length of road, | 26.02 | 26.02 |
| | Length of single track, | | |

## ASSETS.

| | | | |
|---|---|---|---|
| To cost of old road and appurtenances, | | $2,413,118 | 46 |
| To cost of new road and appurtenances paid out of construction fund, | $1,875,000 00 | | |
| To cost of new road and appurtenances paid out of general revenue, | 8,580 53 | | |
| | | 1,883,580 | 53 |
| To equipments and betterments, | | 506,350 | 79 |
| To sinking fund, second mortgage, | | 30,000 | 00 |
| To balance due by other roads, | | 7,281 | 16 |
| To material on hand, | | 30,648 | 85 |
| To cash on hand, | | 33,655 | 69 |
| | | $4,904,635 | 48 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| By first mortgage, unindorsed, | $400,000 00 | | |
| By first mortgage, indorsed by city, | 200,000 00 | | |
| | | $600,000 | 00 |
| By preferred second mortgage, | | 600,000 | 00 |
| By second mortgage, indorsed by city, | $300,000 00 | | |
| By second mortgage, indorsed by Washington county, | 300,000 00 | | |
| | | 600,000 | 00 |
| By third mortgage, indorsed by city, | | 875,000 | 00 |
| By fourth mortgage, city stock received, (no bonds issued,) | | 1,000,000 | 00 |
| By bills payable, (equipment notes,) | | 148,577 | 20 |
| By stock subscriptions, | | 682,050 | 00 |
| By improvement loan, | | 52,239 | 61 |
| By improvement account, from sale of old rails, | | 25,753 | 17 |
| By loan account, (for car sheds,) | | 5,000 | 00 |
| By general revenue, | | 316,015 | 50 |
| | | $4,904,635 | 48 |

# *Western Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. N. DuBarry, President, | Philadelphia. |
| Albert Hewson, Secretary, | Philadelphia. |
| Taber Ashton, Treasurer, | Philadelphia. |

General offices at 233 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Strickland Kneass, | Philadelphia. |
| Wistar Morris, | Philadelphia. |
| G. B. Roberts, | Philadelphia. |
| Edmund Smith, | Philadelphia. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Bolivar to Allegheny City, | 75.57 | 75.57 |
| Length of single main track, | 70.37 | 70.37 |
| Length of second main track, | 5.20 | 5.20 |
| **Branches.** | | |
| Butler branch, from Butler Junction to Butler, Length of road, | 21.05 | 21.05 |
| Butler branch, from Butler Junction to Butler, Length of single track, | 21.05 | 21.05 |

## *Wheeling, Pittsburgh and Baltimore.*

*Year ending September 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. B. Washington, President, | Pittsburgh, Pa. |
| W. W. Smith, Secretary, | Washington, Pa. |
| W. H. Ijams, Treasurer, | Baltimore, Md. |
| J. L. Randolph, Chief Engineer, | Martinsburg, W. Va. |

General offices at Washington, Pa.

| *Directors.* | *Residences.* |
|---|---|
| S. Spencer, | Baltimore, Md. |
| Johns McCleave, | Pittsburgh, Pa. |
| H. S. Burgesser, | Pittsburgh, Pa. |
| William Workman, | Washington, Pa. |
| W. W. Smith, | Washington, Pa. |
| W. C. King, | Washington, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Wheeling, W. Va., to Washington, Pa., | 32 | 17 |
| Length of single main track, | 32 | 17 |

**ASSETS.**

| | | |
|---|---|---|
| Cost of road, | $846,485 | 74 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $500,000 | 00 |
| Balance due other corporations, | 283,007 | 75 |
| Profit and loss, | 63,477 | 99 |
| | $846,485 | 74 |

## *Williamsport and North Branch.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Benjamin G. Welsh, President and General Manager, | Hughesville, Pa. |
| Dewitt Bodine, Vice President, | Hughesville, Pa. |
| C. William Woddrop, Secretary and Treasurer, | Hughesville, Pa. |

General offices at Hughesville, Lycoming county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John H. Dye, | Philadelphia, Pa. |
| Robert England, | Philadelphia, Pa. |
| Nathaniel Barr, | Philadelphia, Pa. |
| Thomas B. Reeves, | Philadelphia, Pa. |
| William J. Paul, | Philadelphia, Pa. |
| T. Nelson Davis, | Philadelphia, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Halls to Bernice, | 40 | 40 |

## *Wilmington and Northern.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Col. H. A. DuPont, President, | Near Wilmington, Del. |
| P. S. Ermold, Secretary and Treasurer, | Reading, Pa. |
| J. H. Thompson, Chief Engineer, | Wilmington, Del. |
| A. G. McCausland, Superintendent, | Wilmington, Del. |

General offices at Wilmington, Del., and Reading, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Col. H. A. Dupont, | Near Wilmington, Del. |
| George Brooke, | Birdsboro', Pa. |
| Dr. Charles Huston, | Coatesville, Pa. |
| A. L. Foster, | Near Wilmington, Del. |
| Richard Elias Ely, | New Hope, Bucks co., Pa. |
| John S. Gerhard, | Philadelphia, Pa. |
| William DuPont, | Near Wilmington, Del. |

| Main Line. | | Whole length in miles. | Length in Penn'a. |
|---|---|---|---|
| Length of main line, from Wilmington, Del., to Birdsboro', Pa., | | 63.6 | 51.6 |
| Length of single main track, | | 63.6 | 51.6 |
| **Branches.** | | | |
| Reading branch, from Birdsboro' to "Highs," | Length of road, | 6.9 | 6.9 |
| | Length of single track, | 6.9 | 6.9 |
| French Creek branch, from Springfield to St. Peters, | Length of road, | 5.9 | 5.9 |
| | Length of single track, | 5.9 | 5.9 |
| Rockland Mill branch, from Dupont, Del., to Rockland, Del., | Length of road, | 1 | |
| | Length of single track, | 1 | |
| Delaware River Extension branch, from Wilmington, Del., to Delaware river, | Length of road, | 3.5 | |
| | Length of single track, | 3.5 | |
| Christiana Avenue branch, from junction with Delaware River Extension to Third street bridge, Wilmington, Del., | Length of road, | 1.87 | |
| | Length of single track, | 1.87 | |

| | | |
|---|---|---|
| South Water Street branch, from junction with Delaware River Extension to Market street bridge, Wilmington, Del., | Length of road, | 1.7 |
| | Length of single track, | 1.7 |
| Water Street branch, from West Wilmington to Front street, Wilmington, Del., | Length of road, | 1 |
| | Length of single track, | 1 |
| Kentmere branch, from junction with main line, near Silver Brook, to Kentmere, | Length of road, | 2.27 |
| | Length of single track, | 2.27 |

## ASSETS.

| | | | |
|---|---|---|---|
| Railroad, | | $1,109,178 | 93 |
| Delaware River Extension branch, | | 95,538 | 25 |
| Reading branch, | | 68,776 | 37 |
| French Creek branch, | | 50,010 | 03 |
| Rockland Mill branch, | | 22,157 | 90 |
| Christiana Avenue branch, | | 21,005 | 97 |
| Kentmere branch, | | 61,323 | 65 |
| Water Street branch, | | 10,168 | 00 |
| South Walnut Street branch, | | 12,082 | 53 |
| Equipment—rolling stock, | | 155,893 | 31 |
| Equipment—office and station furniture, | | 2,599 | 86 |
| Real estate, | | 36,468 | 82 |
| Depots and buildings, | | 33,784 | 90 |
| Engine houses and turn-tables, | | 9,974 | 39 |
| Stationary machinery, | | 4,534 | 58 |
| Telegraph line, | | 3,765 | 50 |
| Water stations, | | 3,419 | 43 |
| Materials on hand, | | 9,094 | 16 |
| Tools on hand, | | 6,732 | 35 |
| Cash on hand, | | 23,608 | 88 |
| SUNDRY ASSETS. | | | |
| Amount due by station agents, | $25,540 09 | | |
| Amount due by telegraph operators, | 53 00 | | |
| Amount due by United States post-office department, | 781 04 | | |
| Amount due by sundry railroads, | 3,280 33 | | |
| | | 29,654 | 46 |
| | | $1,769,772 | 27 |

## LIABILITIES.

| | | | |
|---|---|---|---|
| Capital stock, 25,561 shares, | | $1,278,050 | 00 |
| Bonds—French Creek branch coupon bonds, | | 32,000 | 00 |
| Bonds—Rockland Mill branch coupon bonds, | | 12,500 | 00 |
| Bonds—Delaware River Extension registered bonds, | | 100,000 | 00 |
| Bonds—Kentmere branch, | | 62,500 | 00 |
| Bond and mortgage account, | | 9,500 | 00 |
| Profit and loss account, | | 227,804 | 82 |
| Amount due sundry railroads on December account, | $9,615 53 | | |
| Amount due on sundry vouchers on December account, | 34,756 14 | | |
| Amount due to sundry railroads for C. service account, | 1,089 39 | | |
| Amount due Kentmere branch bonds, interest account, | 350 00 | | |
| Amount due sundry vouchers for December bills, | 684 40 | | |
| | | 47,417 | 45 |
| | | $1,769,772 | 27 |

# *Wind Gap and Delaware.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| F. C. Yarnall, President, | Overbrook, Pa. |
| S. Shepherd, Secretary and Treasurer, | Philadelphia. |

General offices at Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| J. S. Harris, | Philadelphia. |
| George Whitney, | Philadelphia. |
| S. Shepherd, | Philadelphia. |
| E. Hill, | Philadelphia. |
| E. W. Clark, Jr., | Philadelphia. |
| C. F. Howell, | Philadelphia. |

| **Main Line.** | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Pen Argyl to Stroudsburg, | 17 | 17 |
| Length of single main track laid, | 1¼ | 1¼ |
| **Branches.** | | |
| Bangor branch, from Pen Argyl to Bangor, Length of branch, | 5 | 5 |
| Bangor branch, from Pen Argyl to Bangor, Length of single track, | 5 | 5 |

**ASSETS.**

| | | |
|---|---|---|
| Construction account, | $59,280 | 13 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, 2,000 shares, | $50,000 | 00 |
| Due the Lehigh Coal and Navigation Company, | 9,280 | 13 |
| | $59,280 | 13 |

# *York and Peach Bottom.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles R. McConkey, President, | Peach Bottom, Pa. |
| Frank G. Metzgar, Secretary, | York, Pa. |
| E. G. Smyser, Treasurer, | York, Pa. |
| W. F. Bay Stewart, General Solicitor, | York, Pa. |
| S. M. Manifold, General Superintendent, | York, Pa. |

General offices at York, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John Humphrey, | West Bangor, Pa. |
| * William G. Ross, | Muddy Creek Forks, Pa. |
| Michael Schall, | York, Pa. |
| John H. Small, | York, Pa. |
| William Smith, | York, Pa. |
| E. G. Smyser, | York, Pa. |

* Since deceased.

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from York to Peach Bottom, | 40 | 40 |
| Length of single main track, | 40 | 40 |

## *Youghiogheny Northern.*

### *Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas Mellon, President, | Pittsburgh, Pa. |
| W. F. McCook, Secretary, | Pittsburgh, Pa. |
| A. M. Thorne, Treasurer, | Pittsburgh, Pa. |

General offices at 104 Fifth avenue, Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Thomas Mellon, | Pittsburgh, Pa. |
| H. C. Frick, | Pittsburgh, Pa. |
| E. M. Ferguson, | Pittsburgh, Pa. |
| Walton Ferguson, | Pittsburgh, Pa. |
| John Walker, | Allegheny City, Pa. |
| Thomas M. Carnegie, | Pittsburgh, Pa. |
| George Lander, | Pittsburgh, Pa. |

| Main Line. | Whole length in miles. | Length in Penn'a. |
|---|---|---|
| Length of main line, from Broad Ford to Summit, | $2\frac{223}{5280}$ | $2\frac{223}{5280}$ |
| Length of single main track, | $2\frac{223}{5280}$ | $2\frac{223}{5280}$ |

**ASSETS.**

| | | |
|---|---|---|
| Right of way and construction, | $400,000 | 00 |
| | $400,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $400,000 | 00 |
| | $400,000 | 00 |

# PASSENGER RAILWAY REPORTS.

# PASSENGER RAILWAY REPORTS.

## *Allentown.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Samuel Lewis, President, | Allentown, Pa. |
| Joseph E. Balliet, Secretary and Treasurer, | Allentown, Pa. |
| Russel A. Thayer, General Superintendent, | Allentown, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Samuel Lewis, | Allentown, Pa. |
| William Saeger, | Allentown, Pa. |
| John D. Stiles, | Allentown, Pa. |
| Russel A. Thayer, | Allentown, Pa. |
| Charles W. Cooper, | Allentown, Pa. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | $3\frac{44}{100}$ miles. |
| Length of double track, including sidings, | 2 sidings. |
| Gauge of road, | 4 feet $8\frac{1}{2}$ inches. |

### ROUTE.

Starting on Hamilton street near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, up Fourth to Hamilton; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges and Lehigh Valley railroad track, another branch of the road branching off to Second street; thence along said street south to the Lehigh Valley railroad depot; thence along the Lehigh Valley railroad to East Penn junction, crossing the county bridge, the main track of the road being continued on Second street north to Linden, along Linden to Ridge road, up Ridge road to Gordon, down Gordon to Front, to the terminus of the road at Allentown furnace.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $24,992 | 04 |
| Coach line, | 1,712 | 50 |
| Cars, | 7,120 | 57 |
| Live stock, | 4,023 | 75 |
| Real estate, | 18,063 | 11 |
| Tools, | 148 | 71 |
| Harness, | 366 | 77 |
| Furniture, | 15 | 00 |
| Profit and loss, | 1,895 | 16 |
| | $58,337 | 61 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $45,260 | 00 |
| Mortgage payable, | 10,000 | 00 |
| Bills payable, | 3,000 | 00 |
| Cash, | 77 | 61 |
| | $58,337 | 61 |

# *Central.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George S. Whitney, President, | Pittsburgh, Pa. |
| F. L. Stephenson, Secretary and Treasurer, | Pittsburgh, Pa. |
| R. G. Herron, General Superintendent, | Pittsburgh, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| James H. Reed, | Pittsburgh, Pa. |
| Jesse H. Lippencott, | Pittsburgh, Pa. |
| George S. Whitney, | Pittsburgb, Pa. |
| R. G. Herron, | Pittsburgh, Pa. |
| L. Halsey Williams, | Allegheny co., Pa. |
| R. K. Wilson, | Allegheny co., Pa. |
| F. L. Stephenson, | Pittsburgh, Pa. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 3 miles. |
| Length of double track, including sidings, | $2\frac{3}{8}$ miles. |
| Gauge of road, | 5 feet $2\frac{1}{2}$ inches. |

**ROUTE.**

Commencing at stables corner Herron avenue and Thirty-third street, along Herron avenue, Centre avenue, Fulton street, Wylie avenue, Fifth avenue, Grant street, Third avenue, Market street, Fourth avenue to Grant. Connecting Pittsburgh, Oakland and East Liberty railway, South Side railway, Second Avenue, Birmingham, and Transverse railways.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $96,160 | 21 |
| Equipment, | 40,083 | 55 |
| Profit and loss, | 464 | 58 |
| | $136,708 | 34 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $100,000 | 00 |
| Funded debt, | 15,000 | 00 |
| Unfunded debt, | 21,708 | 34 |
| | $136,708 | 34 |

## *Citizens'.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John McCarthy, President, | Philadelphia. |
| John Q. Adams, Secretary, | Philadelphia. |
| Charles J. McClary, Treasurer, | Philadelphia. |
| J. Clarence Williams, General Superintendent, | Philadelphia. |

General offices at north-west corner Twelth street and Susquehanna avenue, Phila.

| *Directors.* | *Residences.* |
|---|---|
| William McClary, | Philadelphia. |
| Charles E. Ellis, | Philadelphia. |
| John H. McIlwain, | Philadelphia. |
| Charles T. Colladay, | Philadelphia. |
| Richard M. Hartley, | Philadelphia. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, about | 10 miles. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

From depot at Twelfth street and Susquehanna avenue, up Twelfth to Colona, down Colona to Eleventh, down Eleventh to Diamond, down Diamond to Tenth, down Tenth to Mifflin, up Mifflin to Twelfth, up Twelfth to Wharton, down Wharton to Eleventh, up Eleventh to Susquehanna avenue, up Susquehanna avenue to depot at Twelfth street. Branch road on Eleventh street from Nevada to Cambria street.

**ASSETS.**

| | | |
|---|---|---|
| Construction, equipment, and real estate, | $455,126 | 79 |
| Surplus fund, | 59,695 | 27 |
| | $514,822 | 06 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock paid in, | $192,500 | 00 |
| Surplus reserve and profit and loss, all of which except $59,695 27 has been expended in construction, equipment, and real estate, | 322,322 | 06 |
| | $514,822 | 06 |

# *Citizens'.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John G. Holmes, President, | Allegheny City. |
| A. Murdock, Secretary, | Allegheny City. |
| James P. Donnell, Treasurer, | Allegheny City. |
| Murray A. Verner, General Manager, | Pittsburgh. |

| *Directors.* | *Residences.* |
|---|---|
| John G. Holmes, | Allegheny City. |
| James Verner, | Pittsburgh. |
| Lewis Peterson, | Allegheny City. |
| John P. Jackson, | Pittsburgh. |
| William R. Holmes, | Pittsburgh. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | $7\frac{3}{4}$ miles. |
| Length of double track, including sidings, | $15\frac{1}{2}$ miles. |
| Gauge of road, | 5 feet $2\frac{1}{2}$ inches. |

## ROUTE.

On Penn avenue, from Sixth street to Butler street; along Butler to Cemetery; thence into Sharpsburg, and from intersection of Penn avenue and Butler street along Penn to East Liberty.

## ASSETS.

| | | |
|---|---|---|
| Construction, | $150,674 | 84 |
| Equipment, | 78,996 | 68 |
| Real estate, | 105,048 | 44 |
| Miscellaneous, | 1,154 | 11 |
| Sharpsburg and Lawrenceville bridge stock, | 2,200 | 00 |
| Material on hand, | 3,201 | 50 |
| Cash, | 2,154 | 72 |
| | $343,430 | 29 |

## LIABILITIES.

| | | |
|---|---|---|
| Bond account, | $50,000 | 00 |
| Capital stock, | 200,000 | 00 |
| Bills payable, | 25,500 | 00 |
| Accounts, | 2,363 | 29 |
| Surplus fund, | 65,567 | 00 |
| | $343,430 | 29 |

# *Coalville.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles A. Miner, President, | Wilkes-Barre, Pa. |
| George Loveland, Secretary and Treasurer, | Wilkes-Barre, Pa. |
| Albert S. Orr, General Superintendent, | Wilkes Barre, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Charles A. Miner, | Wilkes-Barre, Pa. |
| Elias Robins, | Wilkes-Barre, Pa. |
| John G. Wood, | Wilkes-Barre, Pa. |
| George W. Kirkendall, | Wilkes-Barre, Pa. |
| Isaac M. Thomas, | Wilkes-Barre, Pa. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road, including sidings, | $2\frac{1}{2}$ miles. |
| Gauge of road, | 4 feet $8\frac{1}{2}$ inches. |

## ROUTE.

Commences near the depot of the Lehigh and Susquehanna railroad at Ashley; runs thence through the borough of Ashley, and along the back road through Hanover township to the city of Wilkes-Barre; thence along Hazle avenue to Washington street; thence along Washington street to East Market street.

## ASSETS.

| | | | |
|---|---|---|---|
| Construction, | $38,348 76 | | |
| Equipment, | 8,568 25 | | |
| | | $46,917 | 01 |
| Real estate, (cost of, including furniture,) | | 27,049 | 89 |
| Interest dividends in stock in 1870, 1871, and 1872, | | 6,211 | 48 |
| Inventory of articles not included above, | | 250 | 00 |
| Judgments and accounts, mostly doubtful, | | 335 | 74 |
| Cash in bank, | | 182 | 67 |
| | | $80,946 | 79 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $62,675 | 00 |
| Mortgage, | 13,500 | 00 |
| Floating debt, | 821 | 16 |
| Profit and loss, | 3,950 | 63 |
| | $80,946 | 79 |

## *Continental.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William L. Elkins, President, | Philadelphia. |
| J. B. Peddle, Secretary and Treasurer, | Philadelphia. |
| Jacob C. Petty, General Superintendent, | Philadelphia. |

General office at Twenty-third and Brown streets, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| P. A. B. Widener, | Philadelphia. |
| Henry C. Howell, | Philadelphia. |
| William J. Elliott, | Philadelphia. |
| M. S. Quay, | Philadelphia. |
| George D. Widener, | Philadelphia. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | $10\frac{1}{2}$ miles. |
| Gauge of road, | 5 feet 2 inches. |

## *Chester Street.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Richard Peters, junior, President, | Thurlow, Pa. |
| Hugh Shaw, Vice President, | Chester, Pa. |
| E. Mitchell Cornell, Secretary and Manager, | Chester, Pa. |
| Samuel A. Dyer, Treasurer, | Chester, Pa. |

General office at Chester, Pa.

| *Directors.* | *Residences.* |
|---|---|
| William Appleby, | Chester, Pa. |
| J. Frank Black, | Chester, Pa. |
| William S. Blakely, | Chester, Pa. |
| Samuel A. Dyer, | Chester, Pa. |
| Thomas J. Houston, | Chester, Pa. |
| George B. Lindsay, | Chester, Pa. |
| Richard Peters, junior, | Thurlow, Pa. |
| Hugh Shaw, | Chester, Pa. |
| F. Washington Thomas, | Chester, Pa. |
| J. Newlin Trainer, | Trainer Station, Pa. |
| Robert Wetherill, | Chester, Pa. |

### CHARACTERISTICS OF ROAD.

Length of road laid, . . . . . 5¼ miles.
Gauge of road, . . . . . 5 feet 2¼ inches.

### ROUTE.

Mill No. 2, Upland. Upland avenue to Fifteenth street, on Fifteenth street to Edgmont avenue, on Edgmont avenue to Market street, on Market street to Third, on Third street to Clayton street; on Welch street from Edgmont avenue to Sixth street, on Sixth street to Edgmont avenue; on Market street from Third street to Front street.

### ASSETS.

| | | |
|---|---|---|
| Construction, | $88,484 | 22 |
| Supplies on hand and paid for, | 1,150 | 09 |
| Due for manure, advertising in cars, and lumber sold, | 247 | 56 |
| Cash, | 3,754 | 29 |
| | $93,636 | 16 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $80,000 | 00 |
| Earnings appropriated to construction, | 8,484 | 22 |
| Earnings appropriated to supplies, | 1,150 | 09 |
| Profit and loss, | 4,001 | 85 |
| | $93,636 | 16 |

## *City.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John P. Levan, President, | Altoona, Pa. |
| L. B. Reifsneider, Secretary and Treasurer, | Altoona, Pa. |

General office at Altoona, Pa.

| *Directors.* | *Residences.* |
|---|---|
| John P. Levan, | Altoona, Pa. |
| D. K. Ramey, | Altoona, Pa. |
| William Murray, | Altoona, Pa. |
| David Koch, | Altoona, Pa. |
| Andrew Kipple, | Altoona, Pa. |
| George A. McCormick, | Altoona, Pa. |
| James Lowther, | Bellwood, Pa. |
| Max Liveright, | Philadelphia, Pa. |
| Henry S. Frank, | Philadelphia, Pa. |

### CHARACTERISTICS OF ROAD.

Length of road laid, . . . . . 2 miles 3,180 ft.
Length of track, including sidings, . . . . . 2 miles 4,100 ft.
Gauge of road, . . . . . 5 feet 3 inches

**ROUTE.**

Commencing at city line and Lombaert street; thence westward along and over said Lombaert street to Chestnut street; thence westward along and over said Chestnut street to Eleventh (11th) street; thence southward along and over said Eleventh (11th) street to Eleventh (11th) avenue; thence westward along and over said Eleventh (11th) avenue to a street lying and running about parallel to and between Sixteenth (16th) and Seventeenth (17th) street, (said street crossing track of Pennsylvania Railroad Company by and over a bridge now constructed;) thence southward along and over said street (by and over said bridge) and along and over a portion of a street connecting said street with Seventeenth (17th) street to Seventeenth (17th) street; thence southward along and over said Seventeenth (17th) street to the intersection of said Seventeenth street and Eighth (8th) avenue; thence eastward along and over said Eighth (8th) avenue to Fourth (4th) street; thence northward along and over said Fourth (4th) street a distance of one hundred and ten feet.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $36,216 | 19 |
| Equipment, | 16,503 | 57 |
| Iron rails, castings, hay, feed, manure, &c., | 540 | 00 |
| Cash on hand December 31, 1883, | 2,800 | 56 |
| | $56,060 | 32 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock paid up, | $53,000 | 00 |
| Liabilities for current expenses, say | 75 | 00 |
| Balance, | 2,985 | 32 |
| | $56,060 | 32 |

## *Easton and South Easton.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| H. A. Sage, President, | Easton, Pa. |
| H. W. Cooley, Secretary and Treasurer, | Easton, Pa. |
| Elisha Burwell, General Superintendent, | South Easton, Pa. |

General office at 348 Northampton street, Easton, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Charles Stewart, | Easton, Pa. |
| Charles Seitz, | Easton, Pa. |
| Jacob H. Holt, | Easton, Pa. |
| William Gould, | South Easton, Pa. |
| John J. Kinsey, | South Easton, Pa. |
| Gamble Young, | South Easton, Pa. |
| Peter S. Beidler, | South Easton, Pa. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | $1\frac{3}{8}$ miles. |
| Length of double track, including sidings, | $\frac{1}{4}$ miles. |
| Gauge of road, | 5 feet 2 inches. |

### ROUTE.

Starting in South Easton, corner of Canal and Lehigh streets, thence by Canal street and public highway to the bridge crossing the Lehigh river, thence by Third street, in Easton, to Centre square.

### ASSETS.

| | | |
|---|---|---|
| Construction and equipment account, including real estate, | $25,962 | 50 |
| Hay and feed on hand estimated, | 400 | 00 |
| Lamps, oil, and stable fixtures, | 100 | 00 |
| Cash on hand, | 350 | 59 |
| Profit and loss, | 10,549 | 41 |
| | $37,362 | 50 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $29,562 | 50 |
| Floating debt, | 7,800 | 00 |
| | $37,362 | 50 |

## *Empire.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Henry C. Howell, President, | Philadelphia. |
| John Q. Adams, Secretary and Treasurer, | Philadelphia. |

General office at north-west corner Twelfth st. and Susquehanna av., Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| C. L. Colladay, | Philadelphia. |
| Frank H. Ellis, | Philadelphia. |
| Isaac L. Williams, | Philadelphia. |
| William H. Kemble, | Philadelphia. |
| P. A. B. Widener, | Philadelphia. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, about | $8\frac{1}{2}$ miles. |
| Gauge of road, | 5 feet 2 inches. |

### ROUTE.

From Twelfth street and Susquehanna avenue, down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth, up Sixteenth to Susquehanna avenue, down Susquehanna avenue to depot.

# *Erie City.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William W. Reed, President, | Erie. |
| A. L. Littell, Secretary, | Erie. |
| J. C. Spencer, Treasurer, | Erie. |
| Jacob Berst, General Superintendent, | Erie. |

| *Directors.* | *Residences.* |
|---|---|
| August Jarecki, | Erie. |
| John Berst, | Erie. |
| Herman Jones, | Erie. |
| Jacob Berst, | Erie. |
| William Spencer, | Erie. |
| H. L. Berst, | Erie. |
| Titus Berst, | Erie. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | 4 miles 255 feet. |
| Length of double track, including sidings, | 2,225 feet. |
| Gauge of road, | 4 feet 8½ inches. |

## ROUTE.

Commencing at a point in State street, near the end of the public dock, thence southerly along State street to Turnpike street; along the same to Peach, and along Peach to Twenty-sixth street.

Branch on Eighth street, running westerly to Poplar from State.

Branch on Eleventh street, commencing on State street, and running easterly to Parade; southerly on Parade to Fourteenth street, and thence easterly on Fourteenth street to Wallace.

## ASSETS.

| | | |
|---|---|---|
| By amount of construction account, | $50,107 | 13 |
| By amount of equipment, | 26,164 | 81 |
| By expense of maintaining and operating, | 11,744 | 56 |
| By State taxes, &c., | 427 | 26 |
| By interest on temporary loan, | 595 | 00 |
| By contingent expenses, | 657 | 83 |
| By cash on hand, | 2,012 | 98 |
| | $91,709 | 57 |

## LIABILITIES.

| | | |
|---|---|---|
| To capital stock, | $50,000 | 00 |
| To proceeds first mortgage bonds, | 25,000 | 00 |
| To accrued interest first mortgage bonds, | 358 | 41 |
| To receipts for passengers, | 15,462 | 90 |
| To receipts from other sources, | 503 | 92 |
| To cash on hand at last report, | 384 | 34 |
| | $91,709 | 57 |

# *Federal Street and Pleasant Valley.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William McCreery, President, | Allegheny City, Pa. |
| J. T. Stockdale, Secretary and Treasurer, | Allegheny City, Pa. |
| William J. Crozier, General Superintendent, | Allegheny City, Pa. |

General office at Allegheny City, Pa.

| *Directors.* | *Residences.* |
|---|---|
| R. H. King, | Allegheny City, Pa. |
| J. T. Stockdale, | Allegheny City, Pa. |
| J. P. Speer, | Allegheny City, Pa. |
| Frank Rahm, | Pittsburgh, Pa. |
| W. S. Bissell, | Pittsburgh, Pa. |
| R. K. Wilson, | Leetsdale, P., Ft. W. and C. railroad. |
| William Roseburg, | Neville, P., Ft. W. and C. railroad. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | $2\frac{6}{10}$ miles. |
| Length of double track, including sidings, | $2\frac{1}{2}$ miles. |
| Gauge of road, | 5 feet $2\frac{1}{2}$ inches. |

## ROUTE.

From Custom-house, Pittsburgh, along Smithfield street to Seventh avenue, to Liberty, to Ninth street, Hand street bridge, across bridge to Anderson street, Allegheny, to Lacock, to Sandusky, to Ohio, to Federal, to North avenue, to Monterey street, to Jackson, to Fremont, to West End avenue, to Brighton Place, to Taggart, to stables. Connections with People's Park Passenger railway at Federal street and North avenue, Allegheny; with Citizens' Passenger railway at Ninth street and Penn avenue, Pittsburgh, and with Pittsburgh and Birmingham Passenger railway at Seventh avenue, Pittsburgh.

## ASSETS.

| | | |
|---|---|---|
| Construction, | $85,000 | 00 |
| Extension of way, | 1,027 | 00 |
| Equipment, | 55,000 | 00 |
| Real estate, | 35,000 | 00 |
| Buildings, | 28,179 | 01 |
| Personal accounts, | 943 | 45 |
| Office change, | 400 | 00 |
| Cash, | 6,423 | 51 |
| | $212,002 | 97 |

## LIABILTIES.

| | | |
|---|---|---|
| Capital stock, | $100,000 | 00 |
| Bonds, | 75,000 | 00 |
| Bills payable, | 21,000 | 00 |
| Personal accounts, | 2,484 | 19 |
| Coupons due, | 2,854 | 22 |
| Dividends unclaimed, | 141 | 00 |
| Surplus, | 10,523 | 56 |
| | $212,002 | 97 |

# *Frankford and Southwark.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Henry Geiger, President, | Philadelphia, Pa. |
| George S. Gandy, Secretary and Treasurer, | Philadelphia, Pa. |
| Warder H. Janney, General Superintendent, | Philadelphia, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Edward S. Handy, | Philadelphia, Pa. |
| John Noblit, | Philadelphia, Pa. |
| Joseph B. Van Dusen, | Philadelphia, Pa. |
| Thomas McClary, | Wilmington, Del. |
| Alfred Smith, | Philadelphia, Pa. |
| Jeremiah J. Sullivan, | Philadelphia, Pa. |
| Daniel Weckerly, | Philadelphia, Pa. |
| Edgar Fries, | Philadelphia, Pa. |
| James H. Gay, | Philadelphia, Pa. |
| John L. Lawson, | Philadelphia, Pa. |
| Moses W. Lippen, | Philadelphia, Pa. |
| William V. McGrath, | Philadelphia, Pa. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | 18.10 miles. |
| Length of double track, including sidings, | 5.48 miles. |
| Gauge of road, | 5 feet 2 inches. |

## ROUTE.

From Kensington avenue and Cumberland street; along Kensington avenue; across Frankford creek (through our own property) to Frankford avenue; along Frankford avenue to Arrott street, (this is a double track;) from same starting-point along Kensington avenue to Front street; along Front street to Berks street; along Berks street to Fifth street; (thus far a double track;) along Berks street to Sixth street; along Sixth street from Lehigh avenue to Jackson street; along Jackson street to Fifth street; along Fifth street to Rising Sun lane. Double track on Lehigh avenue, from Kensington avenue to Fifth street, and single track from Fifth street to Sixth street; single track on Powell street, from Fifth street to Sixth street; single track on Cumberland and Letterly street for about two hundred feet each, connecting car-house with Kensington avenue.

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, | $975,455 | 45 |
| Supplies on hand, | 10,479 | 84 |
| Bills and accounts receivable, ($2,101 02 of doubtful value,) | 2,855 | 10 |
| Sinking-fund account, | 10,660 | 00 |
| Cash on hand, | 89,699 | 37 |
| | $1,089,149 | 76 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $600,000 | 00 |
| Mortgage bonds, | 102,000 | 00 |
| Accounts payable, | 3,449 | 79 |
| Earnings appropriated to construction, Equipment and supplies, | 383,699 | 97 |
| | $1,089,149 | 76 |

## *Germantown.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Adam Warthman, President, | Philadelphia. |
| William M. Singerly, Secretary and Treasurer, | Philadelphia. |

General office at 917 and 919 Chestnut street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Adam Warthman, | Philadelphia. |
| William J. Burkhardt, | Philadelphia. |
| William T. Carter, | Philadelphia. |
| Joseph Fareira, | Philadelphia. |
| Samuel G. Thompson, | Philadelphia. |
| Eli Keen, | Philadelphia |

## *Green and Coates Streets.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| J. Hays Carson, President, | Philadelphia. |
| Joseph S. Siddall, Secretary and Treasurer, | Philadelphia. |

| *Directors.* | *Residences.* |
|---|---|
| Joseph B. Altemus, | Germantown. |
| Robert N. Carson, | Philadelphia. |
| William Cochran, | Philadelphia. |
| William Dulles, | Philadelphia. |

Phineas Fries . . . . . Philadelphia.
James McManes, . . . . . Philadelphia.
Charles A. McManus, . . . . . Philadelphia.
John B. Parsons, . . . . . Philadelphia.
Martin Siedenbach, . . . . . Philadelphia.
William H. Shelmerdine, . . . . . Germantown.
Howard A. Stevenson, . . . . . Philadelphia.
Charles J. Walton, . . . . . Philadelphia.

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . . 7 miles.
Length of double track, including sidings, . . . . . $\frac{3}{4}$ mile.
Gauge of road, . . . . . 5 feet 2 inches.

## *Harrisburg City.*

*Year ending December 31, 1883.*

| *Directors.* | *Residences.* |
|---|---|
| Henry A. Kelker, President, | Harrisburg, Pa. |
| Daniel Eppley, Vice President, | Harrisburg, Pa. |
| John T. Ensminger, Secretary, | Harrisburg, Pa. |
| Rudolph F. Kelker, Treasurer, | Harrisburg, Pa. |
| Samuel B. Reed, Superintendent, | Harrisburg, Pa. |

General office at 27 South Second street, (2d floor,) Harrisburg, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Henry A. Kelker, | Harrisburg. |
| Daniel Eppley, | Harrisburg. |
| William K. Cowden, | Harrisburg. |
| John Whitman, | Harrisburg. |
| J. G. M. Bay, | Harrisburg. |
| John T. Ensminger, | Harrisburg. |
| Alexander Roberts, | Harrisburg. |
| David Fleming, | Harrisburg. |
| George W. Reily, M. D., | Harrisburg. |
| William R. Gorgas, | Harrisburg. |
| William K. Alricks, | Harrisburg. |
| Rudolph F. Kelker, | Harrisburg. |

**CHARACTERISTICS OF ROAD.**

Length of road laid, 13,000 feet, . . . . . 2 miles 2,440 ft.
Length of track, including sidings, . . . . . 2 miles 3,440 ft.
Gauge of road, . . . . . 5 feet $2\frac{1}{2}$ inches.

**ROUTE.**

From Delaware avenue down Third street to Walnut, out Walnut to Second street, down Second to Vine street, out Vine street to Race street,

down Race to Hanna street; and from the interseetion of Market street and Market square out Market street to Meadow lane, opposite the depot of the Philadelphia and Reading Railroad Company and the depot of the Pennsylvania Railroad Company.

NOTE.—The traek formerly leading from Delaware avenue to Park lane has been removed.

**ASSETS.**

| | | | |
|---|---|---|---|
| Construction, | $29,834 09 | | |
| Equipment, | 30,137 42 | | |
| | | $59,971 | 51 |
| Hay and feed, say, | | 100 | 00 |
| Cash on hand close of business December 31, 1883, | | 5,754 | 60 |
| | | $65,826 | 11 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock paid up, | $62,500 | 00 |
| Liabilities for current expenses, say, | 100 | 00 |
| Balance, | 3,226 | 11 |
| | $65,826 | 11 |

## *Hestonville, Mantua and Fairmount.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles H. Lafferty, President, | —— |
| Charles Lafferty, Vice President, | —— |
| W. C. Foster, Secretary and Treasurer, | —— |

General office at 4300 Lancaster avenue, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| John Keller, | Lancaster. |
| Charles Lafferty, | Philadelphia. |
| Levi N. Wagner, | Philadelphia. |
| John R. Griffiths, | Philadelphia. |
| Henry Donahue, | Philadelphia. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 20 miles. |
| Length of double traek, ineluding sidings, | 50 squares. |
| Gauge of road, | 5 feet 2 inehes. |

**ROUTE.**

Race and Vine street line, from depot, 4300 Lancaster avenue, to Haverford, to Thirty-third, to Spring Garden, over bridge, Spring Garden to Twenty-third, to Hamilton, to Twenty-seeond, to Race, to Seeond, to Walnut, to Dock, to Third, to Vine, to Twenty-third, to Callowhill, to Twenty-fifth, over bridge, to Spring Garden, to Laneaster avenue, to depot.

Arch street line, from depot, 2590 Callowhill street, to Biddle, to Spring Garden, to Twentieth, to Arch, to Second; returning, Arch to Twenty-first, to Callowhill, to depot.

Hestonville branch, from depot, 4300 Lancaster avenue, to Fifty-second, to George's Hill, returning same route.

Zoological Garden branch, by double track from Thirty-fifth and Spring Garden, to Garden and return.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $402,496 | 06 |
| Equipment, | 135,408 | 50 |
| Real estate, | 319,111 | 74 |
| Real estate improvement, | 69,671 | 23 |
| Ground rent, | 1,000 | 00 |
| International Exhibition stock, | 9,810 | 00 |
| City of Philadelphia, | 500 | 00 |
| Cash, | 12,190 | 24 |
| | $950,187 | 77 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $299,381 | 36 |
| Race and Vine streets bonded debt, | 124,500 | 00 |
| Hestonville first mortgage, new account, | 300,000 | 00 |
| Hestonville second mortgage, | 7,500 | 00 |
| Hestonville first mortgage, | 600 | 00 |
| Bills payable, | 96,954 | 00 |
| Bonds and mortgages on real estate, | 97,999 | 99 |
| Hestonville first mortgage coupons, new account, | 60 | 00 |
| Race and Vine streets mortgage coupons, | 35 | 00 |
| Hestonville first mortgage coupons, | 367 | 50 |
| Conductors' deposits, | 2,075 | 00 |
| Drivers' deposits, | 66 | 00 |
| Dividends, | 698 | 45 |
| Profit and loss, | 19,950 | 47 |
| | $950,187 | 77 |

## *Johnstown.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James McMillen, President, | Johnstown, Pa. |
| B. L. Yeagley, Secretary, | Johnstown, Pa. |
| F. H. McMillen, Treasurer, | Johnstown, Pa. |
| D. J. Duncan, Superintendent, | Johnstown, Pa. |

General office at Johnstown, Cambria county, Pa.

| *Directors.* | *Residences.* |
|---|---|
| James McMillen, | Johnstown, Pa. |
| Herman Baumer, | Johnstown, Pa. |
| Andrew Foster, | Johnstown, Pa. |
| William H. Rosensteel, | Johnstown, Pa. |
| Charles F. Kress, | Johnstown, Pa. |
| Jacob Fendt, | Johnstown, Pa. |
| James J. Murphy, | Johnstown, Pa. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | $3\frac{4}{5}\frac{2}{2}\frac{6}{8}\frac{0}{0}$ miles. |
| Length of double track, including sidings, | 800 feet. |
| Gauge of road, | 5 feet 3 inches. |

### ROUTE.

Commencing at east end of Maple avenue, Woodvale borough; thence westwardly along said avenue to First street, along First street to bridge over Conemaugh river, across said bridge to Railroad street, in Conemaugh borough; along said street to Clinton street, in Johnstown borough; along Clinton to Main street, down Main to Market street, along Market to Washington street, down Washington to bridge over Conemaugh river, across said bridge to Iron street, in Millville borough; along said street to bridge over Conemaugh river, across said bridge to Branch street, along Branch to Front street, along Front to Broad street, down Broad to terminus of road at crossing of Pennsylvania railroad.

### ASSETS.

| | | |
|---|---|---|
| Construction and equipment, | $58,530 | 32 |
| Supplies on hand, | 1,431 | 95 |
| Cash on hand, | 1,252 | 59 |
| | $61,214 | 86 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $56,000 | 00 |
| Earnings appropriated to construction, equipment, and supplies, | 3,962 | 27 |
| Surplus, | 1,252 | 59 |
| | $61,214 | 86 |

## *Lombard and South Street.*

*Year ending November 1, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John B. Parsons, President, | Philadelphia. |
| Francis Hazlehurst, Secretary and Treasurer, | Philadelphia. |
| John M. Gaughen, General Superintendent, | Philadelphia. |
| *Directors.* | *Residences.* |
| Robert N. Carson, | Philadelphia. |
| William Rotch Wister, | Philadelphia. |
| William H. Shelmerdine, | Philadelphia. |
| Edward Samuel, | Philadelphia. |
| Howard A. Stevenson, | Philadelphia. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | 17.76 miles. |
| Length of double track, including sidings, | 1.33 miles. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

Main line: From Twenty-fifth and Lombard, down Lombard to Front, to Dock; returning by way of Dock and Front street to South street, out South to depot at Twenty-fifth and South street. Passyunk avenue division: From depot at Thirteenth and Snyder avenue, Snyder avenue to Twelfth street, to Dickinson street, to Eighth, to Christian, to Fifth, to Lombard, to Front, to South, to Passyunk avenue, to Juniper, to Snyder avenue, to Broad street. West end division: From Twenty-fifth and South to Thirty-eighth and Spruce, to Hutton street *via* Thirty-eighth street and Lancaster avenue, to Fortieth street, to Baltimore avenue, to Spruce street, to depot. Thirty-third street branch: From Thirty-third and Spruce to Zoological Garden *via* Thirty-third, Eadline, and Thirty-fifth streets; returning by way of Thirty-fifth, Thirty-sixth, Walnut, and Thirty-third streets to Spruce street.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $517,509 | 60 |
| Equipment, | 42,097 | 74 |
| Real estate, | 82,167 | 58 |
| Cash, | 10,755 | 25 |
| | $652,530 | 17 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $285,555 | 00 |
| Five per cent. bonds, | 150,000 | 00 |
| Seven per cent. West End bonds, | 6,400 | 00 |
| Mortgages and ground rents, | 18,010 | 00 |
| Loans, | 32,000 | 00 |
| Sundry accounts, | 965 | 77 |
| Conductors' and drivers' deposits, | 1,105 | 00 |
| Unclaimed dividends, | 8 | 40 |
| Profit and loss, | 158,486 | 00 |
| | $652,530 | 17 |

## *Lehigh Avenue.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John Lamon, President, | 1537 Columbia avenue. |
| William L. Elkins, Vice President, | 1218 North Broad street. |
| Charles A. Porter, Secretary, | 1920 North Thirteenth street. |
| John L. Hill, Treasurer, | 1331 North Broad street. |

| *Directors.* | *Residences.* |
|---|---|
| John Lamon, | — |
| William L. Elkins, | — |
| Charles A. Porter, | — |
| John L. Hill, | — |
| John McCullough, | 1460 Cherry street. |
| Robert C. Tittermary, | 1313 Master street. |

# *Perkiomen Avenue.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles Breneiser, President, | Reading, Pa. |
| David Keiser, Secretary, | Reading, Pa. |
| E. Moser, General Superintendent, | Reading, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Isaac Hiester, | Reading, Pa. |
| George W. Bard, | Reading, Pa. |
| David Keiser, | Reading, Pa. |
| Aaron Donkle, | Reading, Pa. |
| W. D. Althouse, | Reading, Pa. |
| E. T. Clymer, | Temple, Berks county, Pa. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | 2.2 miles. |
| Length of double track, including sidings, | .6 mile. |
| Gauge of road, | 5 feet 2½ inches. |

## ROUTE.

Beginning at Front and Penn streets, thence along Penn street to Eleventh street; thence along Perkiomen avenue to near Nineteenth street; thence on a lane to depot and City Park. No connection with other roads, but crossing Reading City passenger railway at Sixth and Penn streets, and Philadelphia and Reading railroad at Seventh and Penn streets.

## ASSETS.

| | | |
|---|---|---|
| Road and railway, | $57,709 | 53 |
| Stable and office building, | 3,337 | 93 |
| Track construction, | 2,500 | 08 |
| Car-house, | 1,655 | 29 |
| Equipments, | 24,627 | 45 |
| Cash, | 518 | 21 |
| | $90,348 | 49 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $40,000 | 00 |
| Profit and loss and surplus, | 50,348 | 49 |
| | $90,348 | 49 |

# *The People's Street.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William Matthews, President, | Scranton, Lackawanna county. |
| J. C. Platt, Secretary and Treasurer, | Scranton, Lackawanna county. |
| Wm. Matthews, General Manager and Superintendent, | Scranton, Lackawanna county. |

| *Directors.* | *Residences.* |
|---|---|
| William Matthews, | Scranton. |
| James Blair, | Scranton. |
| J. C. Platt, | Scranton. |
| William Connell, | Scranton. |
| William Connell, | Scranton. |
| W. W. Scranton, | Scranton. |
| W. R. Storrs, | Scranton. |
| W. W. Winton, | Scranton. |
| George Sanderson, | Scranton. |
| John B. Smith, | Dunmore. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | $9\frac{1}{2}$ miles. |
| Length of double track, including sidings, | 1,800 feet. |
| Gauge of road, | 4 feet $8\frac{1}{2}$ inches. |

## ASSETS.

| | | |
|---|---|---|
| Construction account, | $139,280 | 08 |
| Real estate account, | 18,440 | 00 |
| Cars and vehicles account, | 5,728 | 00 |
| Horse account, | 9,602 | 76 |
| Harness account, | 180 | 00 |
| Trustee of treasury stock account, | 1,300 | 00 |
| Cash, | 2,007 | 15 |
| | $176,537 | 99 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $150,000 | 00 |
| Bonds, | 20,000 | 00 |
| Sundry accounts, | 930 | 63 |
| Profit and loss, | 5,607 | 36 |
| | $176,537 | 99 |

# *People's.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| C. J. Harrah, President, | Philadelphia. |
| Charles J. Harrah, Jr., Vice President, | Philadelphia. |
| John C. Dessalet, Secretary and Treasurer, | Philadelphia. |
| William Hagenswiler, General Superintendent, | Philadelphia. |

General office at south-west corner Eighth and Dauphin streets.

| *Directors.* | *Residences.* |
|---|---|
| C. J. Harrah, | Philadelphia. |
| Charles J. Harrah, Jr., | Philadelphia. |
| T. C. Musgrove, | Philadelphia. |
| Joseph Morgan, | Philadelphia. |
| J. W. M. Cardoza, | Philadelphia. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | 44 miles. |
| Length of double track, including sidings, | 14 miles. |
| Gauge of road, | 5 feet 2 inches. |

## ROUTE.

Callowhill street, from Schuylkill river, to Front street, to Chestnut, and return to Vine, Vine to York avenue, to Callowhill, and by Callowhill to starting-point.

Green and Coates street division—Leased—Fairmount avenue to Twenty-second, to Green, to Oak, and by Fairmount avenue to starting-point; also, Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, to Fairmount park; also, Green to Fourth, to Walnut, to Eighth, to Fairmount avenue, to park.

Fourth and Eighth streets division—Eighth and Dauphin, by Germantown avenue, Fourth, Snyder avenue, Walnut street, Eighth street, to starting-point.

Girard avenue division—From Belmont and Elm avenues, by Girard avenue, to Palmer and return.

Germantown division—Eighth and Dauphin, by Germantown avenue, to Germantown and return.

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, Callowhill street line, | | $236,343 60 |
| Real estate, | | 9,833 33 |
| Guarantee Trust and Safe Deposit Company, trustee, | | 76,425 00 |
| Real Estate Title Insurance and Trust Company, trustee, | | 40,000 00 |
| Germantown Passenger Railway purchased stock, | | 1,539,157 05 |
| Green and Coates Street Passenger Railway purchased stock, | | 539,799 42 |
| People's Passenger Railway purchased stock, | | 11,615 60 |
| W. M. Singerly, | | 594 75 |
| Robert Beaver, | | 649 07 |
| Accrued dividends, January, 1884, | | 17,222 63 |
| Cash in treasury, | | 15,539 72 |
| Leased roads: | | |
| Mortgage debt not covered by sinking fund, | | 39,250 01 |
| Bills receivable, notes of Work & Co., | $60,000 00 | |
| Work & Co., | 410,638 40 | |
| | $470,638 40 | |
| Discount on bonds, stocks, &c., | 276,488 32 | |
| Profit and loss—loss, | 71,391 44 | |
| | | 818,518 16 |
| | | $3,344,948 34 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock: | | |
| Common, 60,000 shares, carried at | | $740,000 00 |
| Preferred, 30,000 shares, carried at | | 120,000 00 |
| [All legality of the alleged preferred stock or liability on account of the same, is denied by the company under advice of Hon. Wayne MacVeagh, counsel.] | | |
| Funded debt: | | |
| 7 per cent. bonds, | $212,000 00 | |
| 5 per cent. bonds, | 269,000 00 | |
| 5 per cent. bonds, consolidated, | 230,000 00 | |
| | | 711,000 00 |
| Floating debt: | | |
| W. M. Singerly, for Germantown stock, | $1,148,175 00 | |
| Mortgage debt under leases, | 39,250 01 | |
| Mortgage debt, Callowhill street, | 5,833 33 | |
| Bills payable, | 531,125 00 | |
| Maturing lease rentals, | 33,750 00 | |
| Maturing interest on funded debt, January, 1884, | 15,265 00 | |
| Conductors' security deposits, | 550 00 | |
| | | 1,773,948 34 |
| | | $3,344,948 34 |

## *Philadelphia City.*

### *Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William W. Colket, President, | Philadelphia. |
| Frank P. Leech, Secretary, | Philadelphia. |
| T. W. Pennypacker, Treasurer, | Philadelphia. |
| John S. Bottorff, General Superintendent, | Philadelphia. |

General office at 4130 Chestnut street, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| Winfield S. Wilson, | Philadelphia. |
| William Cochran, | Philadelphia. |

John Markoe, . . . . . Philadelphia.
John M. Chestnut, . . . . . Philadelphia.
George W. Burton, . . . . . Philadelphia.
Collins W. Walton, . . . . . Philadelphia.

### CHARACTERISTICS OF ROAD.

Length of road laid, main line 7 miles 363 feet, Darby railroad 10 miles 1,837 feet, . . . . . 17 miles 2,200 ft.
Length of double track, including sidings, . . . . . 6 miles.
Gauge of road, . . . . . 5 feet $2\frac{1}{2}$ in.

### ROUTE.

From Forty-second and Chestnut streets down Chestnut to Front, down Front to Walnut, up Walnut to Twenty-second, up Twenty-second to Chestnut, out Chestnut to depot at Forty-second street. Branch line leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby. Park branch leaves Chestnut street at Thirty-second street, along Thirty-second street to Lancaster avenue, along Lancaster avenue to Belmont avenue, along Belmont avenue to Fairmount Park.

### ASSETS.

| | | |
|---|---|---|
| Construction, | $650,748 | 38 |
| Equipment, | 225,094 | 50 |
| Cash, | 107,290 | 93 |
| | $983,133 | 81 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $475,000 | 00 |
| Mortgage bonds, | 200,000 | 00 |
| Debenture bonds, | 100,000 | 00 |
| Mortgage bonds Philadelphia and Darby Railway Company, | 43,000 | 00 |
| Unclaimed dividends, | 1,061 | 28 |
| Unclaimed interest, | 1,764 | 17 |
| Fire insurance, | 7,105 | 64 |
| Profit and loss, | 155,202 | 72 |
| | $983,133 | 81 |

## *Philadelphia and Darby.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles L. Borie, President, | Philadelphia. |
| William W. Colket, Secretary and Treasurer, | Philadelphia. |

General office at 4130 Chestnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| M. Hall Stanton, | Philadelphia. |
| Ezra Bowen, | Philadelphia. |
| C. B. Mench, | Philadelphia. |

Collins W. Walton, . . . . . Philadelphia.
A. L. Bonnaffon, . . . . . Philadelphia.
William W. Colket, . . . . . Philadelphia.

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . . 5 miles 255 feet.
Length of double track, including sidings, . . . . . 1 mile 1,846 ft.
Gauge of road, . . . . . 5 feet 2½ inches.

**ROUTE.**

From the borough of Darby, in Delaware county, along Darby plank road to Woodland avenue; thence along said avenue to Chestnut street, connecting at this point with the Philadelphia City Passenger Railway Company.

## *Philadelphia and Gray's Ferry.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Matthew Brooks, President, | 1414 Christian street, city. |
| J. Crawford Dawes, Secretary and Treasurer, | 1225 Monterey street, city. |
| Patrick Lovett, General Superintendent, | 777 North Twenty-fourth street, city. |

General office at Thirty-sixth street and Gray's Ferry road.

| *Directors.* | *Residences.* |
|---|---|
| J. Hicks Conrad, | 1506 Arch street, city. |
| Richard Dale, | 1215 Spruce street, city. |
| William Dulles, | 262 South Sixteenth street, city. |
| Oliver Hopkinson, | 1424 Spruce street, city. |
| James McManes, | 1310 Franklin street, city. |
| Thomas R. Woodhouse, | 1111 Walnut street, city. |

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . . 10⅜ miles.
Length of double track, including sidings, . . . . . 2½ miles.
Gauge of road, . . . . . 5 feet 2 inches.

**ROUTE.**

From Gray's Ferry bridge along Gray's Ferry road to Christian street, Twenty-second street, Spruce street, and Third street, to exchange at Third and Walnut; along Dock, Second, Pine, Twenty-third streets, and Gray's Ferry road to terminus.

**ASSETS.**

| | | |
|---|---|---|
| Road and equipment, | $266,606 | 98 |
| Schuylkill River passenger railway stock, | 49,050 | 00 |
| Over-issued stock, | 10,000 | 00 |
| Cash, | 25,092 | 42 |
| | $350,749 | 40 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $309,207 | 00 |
| Bonds and mortgage, | 18,500 | 00 |
| Dividends, Nos. 9, 10, 13, and 15, | 45 | 87 |
| Profit and loss, | 22,996 | 53 |
| | $350,749 | 40 |

## *Pittsburgh, Allegheny and Manchester.*

*Year ending October 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. J. Kountz, President, | Allegheny City, Pa. |
| Charles Seibert, Secretary and Treasurer, | Pittsburgh. |
| W. H. Adams, General Superintendent, | Allegheny City. |

General office at Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| W. J. Kountz, | Allegheny City. |
| R. C. Gray, | Allegheny City. |
| John D. Scully, | Pittsburgh. |
| Charles Atwell, | Sewickley. |
| Joseph T. Speer, | Allegheny City. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road, | 5 miles. |
| Length of double track, including sidings, | 5 miles. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

Main line starts from corner of Liberty and Sixth streets, Pittsburgh; along Sixth street and across Suspension bridge to Allegheny City; thence along Federal, West Ohio streets, Western avenue, Bidwell street, Pennsylvania avenue, Beaver avenue to stable in Strawberry lane. Rebecca street branch leaves main line corner of Federal and Lacock streets; thence along Lacock, Craig, Rebecca streets and Beaver avenue to car-house, corner of Walnut street. Troy Hill branch leaves main line corner of Federal and Ohio streets; thence along East Ohio street to car-house, near Chestnut street. Connects with Pittsburgh Union Passenger Railway Company, People's Park Passenger Railway Company, Federal Street and

Pleasant Valley Passenger Railway Company, Transverse Passenger Railway Company, and Citizens' Passenger Railway Company.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $211,831 | 46 |
| Equipment, | 82,869 | 41 |
| Real estate and buildings, | 138,572 | 11 |
| Fixtures, | 486 | 00 |
| Sundry accounts, | 5,270 | 08 |
| Stocks, | 90,350 | 00 |
| Cash, | 7,397 | 45 |
| Deficit, | 18,223 | 49 |
| | $555,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $350,000 | 00 |
| Funded debt, | 205,000 | 00 |
| | $555,000 | 00 |

## *Pittsburgh and Birmingham.*

*Year ending November 5, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. W. Patrick, President, | ——— |
| D. F. Agnew, Secretary, | ——— |
| John G. Holmes, Treasurer, | ——— |
| John Delowry, Superintendent, | ——— |

General offices at 364 Liberty street, Pittsburgh, Pa.

| *Directors.* | *Residences.* |
|---|---|
| W. W. Patrick, | Pittsburgh. |
| William M. Hersh, | Pittsburgh. |
| B. Wolf, | Pittsburgh. |
| Charles J. Clark, | Pittsburgh. |
| Alexander Nimick, | Pittsburgh. |

**CHARACTERISTICS OF ROAD.**

Length of road, . . . . . $3\frac{3}{8}$ miles.
Length of double track, including sidings, . . . . . $3\frac{1}{2}$ miles 82 yds.
Gauge of road, . . . . . 5 feet $2\frac{1}{2}$ inches.

**ROUTE.**

From Union depot to Smithfield street; thence along Smithfield to Monongahela river; thence over the bridge to Carson street, on the South Side; thence along Carson street to the terminus of the road at Thirtieth street. Connecting at Second avenue and Smithfield and at Tenth and Carson streets with the South Side Passenger Railway Company.

**ASSETS.**

| | | |
|---|---|---|
| Real estate, | $52,381 | 67 |
| Construction, | 113,000 | 00 |
| Equipment, | 32,879 | 96 |
| Monongahela water works, | 425 | 00 |
| Conductors' change, &c., | 62 | 00 |
| South Side Passenger Railway Company, | 59,554 | 85 |
| N. Holmes & Son, | 2,360 | 18 |
| | $260,663 | 66 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $174,000 | 00 |
| Bonds, | 75,000 | 00 |
| Bill payable, | 11,000 | 00 |
| Profit and loss, | 663 | 66 |
| | $260,663 | 66 |

## *Pittsburgh, Oakland and East Liberty.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John T. Gordon, President, | Pittsburgh. |
| Harvey N. Rowe, Secretary, | Pittsburgh. |
| D. W. C. Bidwell, Treasurer, | Pittsburgh. |
| John T. Gordon, General Manager, | Pittsburgh. |
| C. W. Hamilton, General Superintendent, | Pittsburgh. |

| *Directors.* | *Residences.* |
|---|---|
| John T. Gordon, | Pittsburgh. |
| D. W. C. Bidwell, | Pittsburgh |
| Thomas A. Mellon, | Pittsburgh. |
| James R. Mellon, | Pittsburgh. |
| A. W. Mellon, | Pittsburgh. |
| R. B. Mellon, | Pittsburgh. |
| Harvey N. Rowe, | Pittsburgh. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 6 miles. |
| Length of double track, including sidings, | 4½ miles. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

From Market street through Fourth avenue, Grant street, Fifth avenue, Denniston and Penn to station in East Liberty; returning *via* Hiland avenue to Fifth, thence to Grant street, Third avenue and Market street to place of starting. Connecting with Central, and Pittsburgh and South Side, and crossing Pittsburgh and Birmingham and Transverse Passenger Railways.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $128,721 | 07 |
| Equipment, | 64,880 | 51 |
| Real estate, | 39,250 | 67 |
| Cash on hand, | 3,979 | 69 |
| Sundry bills receivable, | 3,740 | 70 |
| Material on hand, | 1,458 | 00 |
| Sinking fund, | 3,909 | 27 |
| Deficit, | 2,337 | 75 |
| | $248,277 | 66 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $150,000 | 00 |
| Mortgage bonds, | 95,000 | 00 |
| Sundry bills payable on call, | 3,277 | 66 |
| | $248,277 | 66 |

## *Pittsburgh and West End.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| John C. Reilly, President, | Pittsburgh. |
| John Burns, Vice President, | Pittsburgh. |
| Thomas S. Bigelow, Secretary and Treasurer, | Pittsburgh. |
| W. J. Burns, General Manager and Superintendent, | Pittsburgh. |

| *Directors.* | *Residences.* |
|---|---|
| John C. Reilly, | Pittsburgh. |
| John Burns, | Pittsburgh. |
| Thomas S. Bigelow, | Pittsburgh. |
| W. J. Burns, | Pittsburgh. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 2½ miles. |
| Length of double track, including sidings, | 5 miles. |
| Gauge of road, | 5 feet 2½ inches. |

**ROUTE.**

Starting from Fifth avenue and Market street, to Liberty street, to Fifth street, to Penn street, to Water street, to Point bridge, to Carson street, to Main strect, to Walnut street, and along Walnut street to stables. Connect with Union Passenger Railway Company at Penn and Water streets.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $25,900 | 21 |
| Equipment, | 21,218 | 38 |
| Sundry, | 112 | 00 |
| Cash on hand, | 5,887 | 66 |
| | $53,118 | 25 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $26,060 | 14 |
| Bonds, | 16,000 | 00 |
| Sundry, | 276 | 00 |
| Surplus balance, | 10,782 | 11 |
| | $53,118 | 25 |

## *Pittsburgh Union.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James H. Sewell, President, | Allegheny City. |
| Charles Seibert, Secretary, | Pittsburgh. |
| James J. Donnell, Treasurer, | Allegheny City. |

| *Directors.* | *Residences.* |
|---|---|
| James H. Sewell, | Allegheny City. |
| Edwin Brindley, | Pittsburgh. |
| Walter P. Hansell, | Pittsburgh. |
| R. C. Gray, | Allegheny City. |
| R. C. Wrenshall, | Pittsburgh. |
| F. M. Love, | Pittsburgh. |
| O. H. Allerton, | Pittsburgh. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 4 miles 300 feet. |
| Length of track, including sidings, | 20,370 feet. |
| Gauge of road, | 5 feet $2\frac{1}{2}$ inches. |

**ROUTE.**

Starts on Fifth avenue, at corner of Market street, Pittsburgh; along Fifth avenue, Liberty street, Fifth street, Penn avenue, and Water street to Union bridge; across Union bridge to Grant avenue, Allegheny City; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street, and Stanton avenue to stable; thence along Preble avenue, Hanover street, and McClure avenue to Wood's Run avenue, the terminus. Connects with Pittsburgh, Allegheny and Manchester passenger railway and Pittsburgh and West End passenger railway.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $76,899 | 93 |
| Equipment, | 71,594 | 72 |
| Real estate, | 6,064 | 95 |
| Cash on hand, | 1,589 | 25 |
| Stock, Union Bridge Company, | 612 | 50 |
| Supplies on hand, | 2,184 | 00 |
| Deficit, | 17,762 | 99 |
| | $176,708 | 34 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $69,375 | 00 |
| Funded debt, | 100,000 | 00 |
| Unfunded debt, | 7,333 | 34 |
| | $176,708 | 34 |

## *Pittston Street.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Isaac Everitt, President, | West Pittston, Pa. |
| E. W. Mulligan, Secretary, | Wilkes-Barre, Pa. |
| M. W. Morris, Treasurer, | Pittston, Pa. |
| Isaac Everitt, General Manager and Superintendent, | West Pittston, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Isaac Everitt, | West Pittston, Pa. |
| George B. Everitt, | West Pittston, Pa. |
| E. W. Mulligan, | Wilkes-Barre, Pa. |
| E. L. Mulligan, | Wilkes-Barre, Pa. |
| M. W. Morris, | Pittston, Pa. |
| James L. Morris, | Pittston, Pa. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | $1\frac{3}{4}$ miles. |
| Length of double track, including sidings, | $1\frac{3}{4}$ miles. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

Beginning at the intersection of Railroad street with Main street, thence along and upon Main street to the junction of the Lackawanna and Bloomsburg Division of the Delaware, Lackawanna and Western railroad with the Lehigh Valley railroad, commonly known as the L. & B. junction.

# *Reading City.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Benjamin F. Owen, President, | 517 Court street and 545 Centre avenue. |
| James L. Douglas, Vice President, | 211 South Fifth street. |
| Henry A. Muhlenberg, Secretary and Treasurer, | 532 Washington street and 200 North Fourth street. |
| John A. Rigg, General Superintendent, | South Sixth street, near Willow street. |

| *Directors.* | *Residences.* |
|---|---|
| B. F. Owen, | 517 Court street and 545 Centre avenue. |
| James L. Douglas, | 211 South Fifth street. |
| Henry A. Muhlenberg, | 532 Washington street and 200 North Fourth street. |
| William A. Medlar, | 215 North Sixth street. |
| Charles H. Schaeffer, | 524 Washington street. |
| Albert Thalheimer, | 135 North Eighth street. |
| Matthew Harbsler, | 417 South Fifth street. |

## CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road, including sidings, | 2½ miles. |
| Gauge of road, | 5 feet 2 inches. |

## ROUTE.

The road begins at the corner of Fourth and Robeson streets; thence runs up Robeson street to its junction with Sixth street; thence runs down Sixth street to Canal street. The road has attached to it two branches as part of the street railway, one extending from Sixth street to the depot of the Philadelphia and Reading Railroad Company, and one extending from the corner of Sixth and Robeson streets to the Charles Evans cemetery. The road crosses at the corner of Sixth and Penn streets the Perkiomen Avenue Passenger Railway.

## ASSETS.

| | | |
|---|---|---|
| Construction account, | $43,637 | 36 |
| Equipment account, | 18,877 | 71 |
| Total construction and equipment accounts, | $62,515 | 07 |

The construction account has increased from $30,244 75 by report of 1882 to $43,637 36 by the report of 1883, on account of the purchase of real estate for the permanent stable and car-house of the company, and on account of the expense of putting up complete brick stable and brick car house during the year 1883. These permanent buildings cost as follows: Real estate, $3,817 25; stable building, $5,432 49; car-house building, $4,142 87; total, $13,392 61. The amount realized from the sale of $12,000 first mortgage five per cent. bonds, due in 1893, was $12,015 04, which, deducted from cost of real estate and buildings, leaves balance of $1,377 57, which was paid out of the ordinary receipts of the road for the year 1883.

| | | |
|---|---|---|
| Equipment account has been increased $899 32. Cost: Three new cars, materials on hand, stable supplies, 2,600 bushels of oats, $1,170; 250 bushels corn, $137 50, and eight tons hay, $104, as per inventory made January 1, 1884, | $1,411 | 50 |
| The amounts due upon unsettled accounts January 1, 1884, were trifling. There is no surplus fund in hands of trustees. During the year 1883 there was expended for paving and paving stone, $679 69; repairs and renewal account, $121 06; railway supplies, $570 53; lumber, $165 91; hardware, $560 71; total, $2,079 90, all of which will be charged off. | | |
| Balance in hands of treasurer December 31, 1883, | 116 | 77 |
| Total, | $64,043 | 64 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, 811 shares, at $50 per share, | $40,550 | 00 |
| Funded debt, first mortgage five per cent. bonds, | 12,000 | 00 |
| Unfunded debt, notes due February and March, | 1,147 | 42 |
| Unclaimed dividends, | 130 | 00 |
| The capital stock of the company is now worth about $45 per share, hence there is no premium account connected with the same. | | |
| The only bills due and unpaid on January 1, 1884: Balance on lumber bill for new buildings, $175; hardware bill, $104 30; balance due superintendent, salary for 1883, $125; total, | 404 | 30 |
| The balance in hands of the treasurer December 31, 1883, | 116 | 77 |
| Difference between construction and equipment accounts, materials, and balance, $9,695 15. This difference having been paid out of the cash earnings and receipts of the company, is a fair and proper credit to the account of profit and loss, | 9,695 | 15 |
| Total, | $64,043 | 64 |

# *Ridge Avenue.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| E. B. Edwards, President, | Ridge and Susquehanna av., Philadelphia, Pa. |
| John Lambert, Vice President, | Ridge and Susquehanna av., Philadelphia, Pa. |
| William S. Blight, Secretary and Treasurer, | Ridge and Susquehanna av., Philadelphia, Pa. |
| Wm. Myers, General Superintendent, | Ridge and Susquehanna av., Philadelphia, Pa. |

General office at Ridge and Susquehanna avenue, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| William S. Grant, | Philadelphia, Pa. |
| William T. Carter, | Philadelphia, Pa. |
| Charles Thomson Jones, | Philadelphia, Pa. |
| Henry Norris, | Philadelphia, Pa. |
| R. A. F. Penrose, M. D., | Philadelphia, Pa. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 15 miles. |
| Length of double track, including sidings, | 15 miles. |
| Gauge of road, | 5 feet 1 inches. |

**ROUTE.**

From Second and Arch to Manayunk *via* Ninth and Tenth streets.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $562,617 | 25 |
| Ridge avenue stock, (103 shares in treasury,) | 11,803 | 49 |
| Cash, | 23,782 | 14 |
| | $598,202 | 88 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $420,000 | 00 |
| Invested in buildings: Stable, depot, &c., | 139,791 | 49 |
| Profit and loss, | 38,411 | 39 |
| | $598,202 | 88 |

## *Scranton.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles E. Chittenden, President, | Scranton, Pa. |
| Melvin I. Corbett, Secretary, | Scranton, Pa. |
| Louis A. Watres, Treasurer, | Scranton, Pa. |

General office at Scranton.

| *Officers.* | *Residences.* |
|---|---|
| Charles E. Chittenden, | Scranton, Pa. |
| Melvin I. Corbett, | Scranton, Pa. |
| Louis A. Watres, | Scranton. Pa. |
| Alexander J. Connell, | Scranton, Pa. |
| Arthur H. Christy, | Scranton, Pa. |

## *Schuylkill River.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| O. Hopkinson, President, | 1424 Spruce street, city. |
| J. Crawford Dawes, Secretary, | 1225 Monterey street, city. |

General office at Thirty-sixth street and Gray's Ferry road.

| *Directors.* | *Residences.* |
|---|---|
| Matthew Brooks, | 1414 Christian street, city. |
| J. Hicks Conrad, | 1506 Arch street, city. |
| William Penn Chandler, | 2110 Spruce street, city. |
| Joseph Hopkinson, | 1302 Spruce street, city. |
| Thomas R. Woodhouse, | 1111 Walnut street, city. |
| Samuel W. Woodhouse, | 500 South Forty-second street, city. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | $3\frac{586}{5280}$ miles. |
| Length of double track, including sidings, | $\frac{3}{8}$ mile. |
| Gauge of road, | 5 feet 2 inches. |

### ROUTE.

From the old depot of the Philadelphia and Gray's Ferry Railway Company at Twenty-third and Spruce streets along Twenty-third to Callowhill, thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount park at Green street, returning *via* Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut, and Twenty-second to Spruce.

### ASSETS.

| | | |
|---|---|---|
| Road and equipments, | $47,463 | 54 |
| Balance of cash paid over to the Philadelphia and Gray's Ferry Company at the time of lease, | 2,536 | 46 |
| | $50,000 | 00 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $50,000 | 00 |

## *Second and Third Streets.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Alexander M. Fox, President, | 1415 North Broad street. |
| Charles D. Matlack, Secretary, | 703 North Eighth street. |
| William F. Miller, Treasurer, | 1758 Frankford avenue. |
| George W. Thorn, Solicitor, | 613 Vine street. |
| David W. Stephens, General Superintendent, | 2453 Frankford avenue. |
| Charles C. Winnemore, General Superintendent, | Richmond and Allegheny avenue. |

General office at 2453 Frankford avenue.

| *Directors.* | *Residences.* |
|---|---|
| Benjamin F. Huddy, | Philadelphia. |
| William Anspach, | Philadelphia. |

Andrew J. Holman, . . . . . Philadelphia.
William Eisenbrey, . . . . . Philadelphia.
M. Hall Stanton, . . . . . Philadelphia.
Edwin T. Eisenbrey, . . . . . Philadelphia.
James Simpson, . . . . . Philadelphia.
Alexander L. Crawford, . . . . . Philadelphia.
Joseph R. Whitaker, . . . . . Philadelphia.
James A. Freeman, . . . . . Philadelphia.
Horace T. Potts, . . . . . Philadelphia.
George Hoff, . . . . . Philadelphia.

### CHARACTERISTICS OF ROAD.

Length of road laid, . . . . . 37 miles.
Length of double track, including sidings, . . . . . 4 miles.
Gauge of road, . . . . . 5 feet $2\frac{1}{4}$ inches.

### ROUTE.

Commences at Harrison street, Frankford, on Frankford road; thence along said road to Jefferson street, along Jefferson street to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown avenue, along Germantown avenue to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot, on the Frankford road, near Lehigh avenue; thence along the Frankford and Bristol turnpike to Mill street, along Mill street to Paul street to the said turnpike road; thence along the said turnpike to the place of beginning; also, commences on Bridge street, in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to the Frankford road, along Frankford road to Laurel street, along Laurel street to Delaware avenue, along Delaware avenue to Fairmount avenue, along Fairmount avenue to Second street, along Second to Dock, along Dock to Third, along Third to Brown, along Brown to Beach, along Beach to Laurel, along Laurel to the Frankford road, along Frankford road to Girard avenue, along Girard avenue to Norris, along Norris to Richmond street, along Richmond street to depot, at Richmond street and Allegheny avenue; also, a branch commencing at Richmond street and Frankford road, along Richmond to Front, along Front to Laurel, along Laurel to New Market, along New Market to Vine, along Vine to Front, along Front to Chestnut; also, a branch commencing at Huntingdon street and Frankford road, along Huntingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown avenue; also, on Third street, commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street; also, on Second street, from York to Lehigh avenue; also, on Berks street, from Second to Third street.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $928,461 | 91 |
| Supplies, | 28,205 | 78 |
| Individual ledger balances, | 2,957 | 46 |
| Cash, | 73,133 | 77 |
| | $1,032,758 | 92 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $771,076 | 25 |
| Blanket money, | 228 | 00 |
| Boot money, | 50 | 00 |
| Unpaid dividends, | 1,551 | 50 |
| Earning appropriated to construction, | 231,647 | 39 |
| Earning appropriated to supplies, | 28,205 | 78 |
| | $1,032,758 | 92 |

## *Seventeenth and Nineteenth Streets.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| M. S. Quay, President, | Philadelphia. |
| John B. Peddle, Secretary and Treasurer, | Philadelphia. |
| Jacob C. Petty, General Superintendent, | Philadelphia. |

General offices at Twenty-third and Brown streets, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| John L. Hill, | Philadelphia. |
| William R. Leeds, | Philadelphia. |
| Samuel Daniels, | Philadelphia. |
| Thos. J. Smith, | Philadelphia. |
| George W. Elkins, | Pittsburgh, Pa. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 7½ miles. |
| Gauge of road, | 5 feet 2 inches. |

## *South Side.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| D. B. Brickell, President, | ——— |
| W. T. Wallace, Secretary and Treasurer, | ——— |
| W. M. Rosborough, General Superintendent, | ——— |

| *Directors.* | *Residences.* |
|---|---|
| D. B. Brickell, | Pittsburgh. |
| W. T. Wallace, | Pittsburgh. |
| T. C. Lazier, | Pittsburgh. |
| George B. Hill, | Pittsburgh. |
| William Brickell, | Pittsburgh. |
| A. Lippman, | Pittsburgh. |
| James Alexander, | Monongahela City. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | $2\frac{1}{2}$ miles. |
| Gauge of road, | 5 feet $2\frac{1}{2}$ inches. |

**ROUTE.**

Starting from depot corner of Twenty-second and Sarah streets, South Side, along Sarah street to Washington street, along Washington street to Tenth, along Tenth and across Birmingham bridge over Monongahela river to Second avenue, to Grant street, to Third avenue, to Market street, to Fourth avenue, and return by Fourth avenue to Grant street, and thence by route described from Grant street to Twenty-second street, South Side. Connects with Pittsburgh and Birmingham, Pittsburgh, Oakland and East Liberty, Central, and Second Avenue Passenger Railroad Companies.

## *Stroudsburg.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Jackson Lantz, President and Treasurer, | Stroudsburg, Pa. |
| Jacob Houser, Secretary, | —— |

| *Directors.* | *Residences.* |
|---|---|
| Jackson Lantz, | Stroudsburg, Pa. |
| Jacob Houser, | Stroudsburg, Pa. |
| P. S. Posten, | Stroudsburg, Pa. |
| Simpson Fetherman, | Stroudsburg, Pa. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | $1\frac{3}{8}$ miles. |
| Length of double track, including sidings, | $1\frac{1}{2}$ miles. |
| Gauge of road, | 4 feet $8\frac{1}{2}$ inches. |

**ROUTE.**

Main street in Stroudsburg, and East Stroudsburg to depot of Delaware, Lackawanna and Western Railroad Company; and also connecting with track leading to New York, Susquehanna and Western railroad depot in Stroudsburg on Main street.

**ASSETS.**

| | | |
|---|---|---|
| Construction of road, | $15,033 | 97 |
| Real estate, | 1,000 | 00 |
| Rolling stock, | 5,628 | 00 |
| Permanent improvement, | 3,116 | 00 |
| Profit and loss, | 878 | 89 |
| | $25,656 | 86 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $25,600 | 00 |
| Unpaid dividends, | 56 | 86 |
| | $25,656 | 86 |

## *Thirteenth and Fifteenth Streets.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas W. Ackley, President, | Philadelphia. |
| D. Boyer Brown, Secretary and Treasurer, | Philadelphia. |
| William P. Cooper, General Superintendent, | Philadelphia. |

| *Directors.* | *Residences.* |
|---|---|
| Henry L. Hornberger, | Philadelphia. |
| Robert Cresswell, | Philadelphia. |
| Benjamin S. Kunkel, | Philadelphia. |
| D. P. Leas, | Philadelphia. |
| George W. Hall, | Philadelphia. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 14 miles. |
| Length of double track, including sidings, | $1\frac{1}{2}$ miles. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

On Fifteenth street, from Cumberland to Carpenter street; on Carpenter, from Fifteenth to Thirteenth street; on Broad street, from Carpenter to Reed street, double track, and from Reed street to Jackson, single track on Jackson, from Broad to Thirteenth; on Thirteenth, from Jackson to Cumberland street; on Cumberland, from Thirteenth to Fifteenth; on Broad street, from Cumberland to Germantown avenue, single track with turnouts; on Locust street, from Thirteenth to Fifteenth street; on Reed street, from Thirteenth to Broad street; on Columbia avenue, from Thirteenth to Ridge avenue; on Ridge avenue, to Jefferson street; on Jefferson street, from Ridge avenue to Fifteenth street.

**ASSETS.**

| | | |
|---|---|---|
| Construction, equipment, and real estate, | $480,102 | 50 |
| Cash on hand, | 1,734 | 19 |
| Sinking fund to meet issue of bonds, | 16,595 | 00 |
| | $498,431 | 69 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, $1,000,000; amount paid in, | $334,529 | 44 |
| Funded and floating debt, | 160,000 | 00 |
| Profit and loss, | 3,902 | 25 |
| | $498,431 | 69 |

## *Transverse.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| C. L. Magee, President, | Pittsburgh. |
| C. F. Klopfer, Vice-President, | Pittsburgh. |
| William R. Ford, Secretary and Treasurer, | Pittsburgh. |
| Miller Elliott, General Superintendent, | Pittsburgh. |

| *Directors.* | *Residences.* |
|---|---|
| C. L. Magee, | Pittsburgh. |
| C. F. Klopfer, | Pittsburgh. |
| Joshua Rhodes, | Pittsburgh. |
| Wilson McCandless, | Pittsburgh. |
| A. F. Keating, | Pittsburgh. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, | 33,592 feet. |
| Length of double track, including sidings, | 67,000 feet. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

Forty-eighth and Plummer, Forty-fourth, North, Butler, Thirty-ninth streets, Market alley, Charlotte, Thirty-fourth, Smallman, Twenty-third, Liberty, Smithfield streets, Sixth avenue, Wood, Water streets to Baltimore and Ohio depot, Spring Garden avenue, Chestnut street, Allegheny City, to Sixteenth and Liberty streets, Pittsburgh, and from Forty-third street to Bennetts, Allegheny county.

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $209,501 | 90 |
| Equipment, | 90,182 | 98 |
| Real estate, | 68,459 | 12 |
| Profit and loss, | 11,856 | 00 |
| | $380,000 | 00 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $175,000 | 00 |
| Funded debt, | 175,000 | 00 |
| Miscellaneous, | 30,000 | 00 |
| | $380,000 | 00 |

## *Union.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William H. Kemble, President, | Philadelphia. |
| P. A. B. Widener, Vice President, | Philadelphia. |
| John B. Peddle, Secretary and Treasurer, | Philadelphia. |
| Jacob C. Petty, General Superintendent, | Philadelphia. |

General offices at Twenty-third and Brown streets, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| P. A. B. Widener, | Philadelphia. |
| James McManes, | Philadelphia. |
| William L. Elkins, | Philadelphia. |
| Henry Bumm, | Philadelphia. |
| M. S. Quay, | Philadelphia. |
| William S. Stokley, | Philadelphia. |

**CHARACTERISTICS OF ROAD.**

| | |
|---|---|
| Length of road laid, including leased lines, | 70 miles. |
| Gauge of road, | 5 feet 2 inches. |

**ROUTE.**

Richmond and Baltimore depot branch, green light, (green car,) depot Norris and Thompson streets. Down Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Franklin, to Race, to Seventh, to Passyunk avenue, to Ellsworth, to Broad; up Broad to Christian, to Ninth, to Spring Garden, to Seventh, to Oxford, to Fourth, to Norris, to Memphis, to York, to Thompson, to depot.

Cedar Street branch, green light, (one-horse green car,) depot Norris and Thompson streets. North on Cedar street from York to Lehigh avenue; return same route, transferring passengers east on York street. Exchange with Market, Chestnut, and Walnut streets.

Park and Old Navy-Yard branch, red light, (yellow car,) depot Twenty-third and Brown streets. Down Brown street from Twenty-ninth to Twenty-third, to Wallace, to Franklin, to Race, to Seventh, to McKean, to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth.

Ellsworth and Christian Streets branch, red light, (one-horse yellow car,) depot Twentieth and Wharton streets. Twentieth to Ellsworth, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Nineteenth, to Wharton, to Twentieth.

Park, Columbia Avenue and Market Street Ferries branch, orange light, (red car,) depot Twenty-third and Columbia avenue. Down Columbia avenue from Thirty-second to Franklin, to Race, to Seventh, to Market, to Front; up Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Park.

Jefferson and Master Streets branch, red light, (yellow car,) depot Twenty-third and Columbia avenue. Columbia avenue to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Huntingdon, to Hancock, to Columbia avenue, to Twenty-third.

Susquehanna Avenue branch, yellow cars, (red light,) depot Twenty-third and Brown streets. Brown street to Twenty-ninth. to Poplar, to Seventh, to Thompson, to Front, to Columbia avenue, to Howard, to Susquehanna avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to Brown, to Twenty-third.

Spring Garden Street branch, red light, (one-horse red car,) depot Twenty-third and Brown. Down Twenty-third to Wallace, to Twenty-second, to Spring Garden, to Seventh; Spring Garden to Twenty-third, to Wallace.

Eighteenth and Twentieth Streets branch, red light, (brown car,) depot Twentieth Street and Montgomery avenue. Down Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, up Sansom to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to depot.

North Twentieth Street branch, green light, (one-horse brown car,) depot Twentieth and Montgomery avenue. North on Twentieth street from Montgomery avenue to Susquehanna avenue. Return same route to depot.

Seventeenth and Nineteenth Streets branch, green light, (yellow car,) depot Seventeenth and Berks streets. Down Seventeenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom; up Sansom to Nineteenth, to Norris, to Seventeenth, to depot.

Nineteenth and Twentieth Streets branch, red light, (one-horse blue car,) depot Twentieth and Wharton streets. Up Twentieth to Filbert, to Nineteenth; down Nineteenth to Wharton.

Seventeenth and Eighteenth Streets branch, green light, (two-horse green

car,) depot Twentieth and Wharton streets. Up Eighteenth from Wharton to Filbert, to Seventeenth; down Seventeenth to Reed, to Eighteenth, to Wharton.

Twelfth and Sixteenth Streets branch, red and purple light, (yellow car,) depot Twelfth and Susquehanna avenue. Down Twelfth to Wharton, to Seventeenth, to Carpenter, to Sixteenth; up Sixteenth to Susquehanna avenue, to depot.

**ASSETS.**

| | | |
|---|---|---|
| Cash, | $191,416 | 75 |
| Construction, Union, | 847,602 | 58 |
| Construction, Continental, | 161,009 | 26 |
| Equipment, Union, | 464,386 | 92 |
| Equipment, Continental, | 105,476 | 74 |
| Real estate, Union, | 526,551 | 29 |
| Real estate, Continental, | 113,869 | 99 |
| Seventeenth and Nineteenth Streets Passenger Railway Company, | 200,000 | 00 |
| Seventeenth and Nineteenth Streets stock, | 600,000 | 00 |
| Cable road, | 353,810 | 64 |
| Stock, | 35,072 | 75 |
| Feed and supplies, | 45,668 | 82 |
| Accounts receivable, | 18,976 | 14 |
| | $3,663,841 | 88 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, Union, | $925,000 | 00 |
| Capital stock, Continental, | 580,000 | 00 |
| Funded debt, Union, | 500,000 | 00 |
| Funded debt, Continental, | 350,000 | 00 |
| Funded debt, Seventeenth and Nineteenth, | 200,000 | 00 |
| Loans, | 150,000 | 00 |
| Profit and loss, | 958,841 | 88 |
| | $3,663,841 | 88 |

## *West Philadelphia.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Peter A. B. Widener, President, | Philadelphia. |
| D. W. Dickson, Secretary and Treasurer, | Philadelphia. |
| James T. Gorman, General Superintendent, | Philadelphia. |

General office at north-west corner of Forty-first and Haverford streets, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| Peter A. B. Widener, | Philadelphia. |
| William H. Kemble, | Philadelphia. |
| William L. Elkins, | Philadelphia. |
| Henry C. Howell, | Philadelphia. |
| William R. Leeds, | Philadelphia. |
| John L. Hill, | Philadelphia. |
| Joseph E. Gillingham, | Philadelphia. |
| M. S. Quay, | Philadelphia. |
| George D. Widener, | Philadelphia. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road, | 18½ miles. |
| Length of double track, including sidings, | 7 miles. |
| Gauge of roads, | 5 feet 2½ inches. |

### ROUTE.

Baring street branch, depot to Forty-first and Haverford streets, *via* Baring street to Thirty-third street, to Arch street, to Thirty-second street, to Market street, to Front street, returning by same route. Haddington branch, from depot, *via* Haverford street, to Sixty-seventh street; returning, Haverford street to Sixty-fifth street, to Vine street, to Fifty-third street, to Haverford street, to depot. Main line, from depot, Forty-first and Haverford streets, to Market street, to Front street, returning by same. Park branch, from depot, Forty-first and Haverford streets, *via* Forty-first, to Elm avenue, to Belmont avenue; returning, Elm avenue to Fortieth street, to Market street, to Forty-first street, to depot. Market street extension, from Forty-first street, *via* Market street, to Sixty-third street, returning by same route.

### ASSETS.

| | | |
|---|---|---|
| Cash, | $86,750 | 52 |
| Construction and equipment, | 1,082,268 | 93 |
| Stocks and loans, | 30,800 | 00 |
| Supplies, | 7,703 | 00 |
| Open accounts, | 4,823 | 99 |
| | $1,212,346 | 44 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $750,000 | 00 |
| Funded debt, | 246,000 | 00 |
| Unsettled accounts, | 3,110 | 95 |
| Profit and loss, | 126,966 | 56 |
| Earnings appropriated to construction, | 86,268 | 93 |
| | $1,212,346 | 44 |

## *Wilkes-Barre and Kingston.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| W. J. Harvey, President, | Wilkes-Barre. |
| A. J. Davis, Secretary and Treasurer, | Wilkes-Barre. |
| W. J. Harvey, General Manager and Superintendent, | Wilkes-Barre. |

| *Directors.* | *Residences.* |
|---|---|
| W. J. Harvey, | Wilkes-Barre. |
| H. H. Harvey, | Wilkes-Barre. |
| E. P. Darling, | Wilkes-Barre. |
| R. J. Flick, | Wilkes-Barre |
| I. B. Smith, | Kingston. |

### CHARACTERISTICS OF ROAD.

| | |
|---|---|
| Length of road laid, | 4½ miles. |
| Length of double track, including sidings, | 2,000 feet. |
| Gauge of road, | 5 feet 2 inches. |

### ROUTE.

Starting at depot of Lackawanna and Bloomsburg railroad, at Kingston, through Willow street to public highway; thence by side of said highway to Wilkes-Barre, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market street and Northampton street to the depot of the Lehigh and Susquehanna and Lehigh Valley railroads; also, from the public square down Main street, through South Wilkes-Barre to the canal bridge and depots.

### ASSETS.

| | | |
|---|---|---|
| Real estate, | $11,281 | 69 |
| Personal property, | 12,977 | 45 |
| Construction, | 83,679 | 62 |
| Bills receivable, | 5,062 | 00 |
| Cash, | 8,246 | 57 |
| Expenses, | 237,157 | 36 |
| Interest, | 2,960 | 60 |
| Dividends, | 70,500 | 00 |
| | $431,865 | 29 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $100,000 | 00 |
| Earnings, | 331,865 | 29 |
| | $431,865 | 29 |

## *Williamsport.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Robert P. Allen, President, | Williamsport. |
| Henry C. Parsons, Vice-President, | Williamsport. |
| R. J. C. Walker, Secretary, | Williamsport. |
| Samuel A. Filbert, Treasurer and General Manager, | Williamsport. |
| A. H. Hagerman, General Superintendent, | Williamsport. |

General office at Williamsport, Penn'a.

| *Directors.* | *Residences.* |
|---|---|
| Robert P. Allen, | Williamsport. |
| Henry C. Parsons, | Williamsport. |
| R. J. C. Walker, | Williamsport. |
| Samuel A. Filbert, | Williamsport. |

### CHARACTERISTICS OF ROAD.

Length of road laid, . . . . . 2 miles 794 feet.
Length of double track, including sidings, . . . . . 500 feet.
Gauge of road, . . . . . 4 feet 8½ inches.

### ROUTE.

Commencing on east Third street near intersection of Philadelphia and Erie railroad, thence up Third street to Pine, thence up Pine to west Fourth, thence up west Fourth to intersection of Philadelphia and Erie railroad with a branch at Campbell street, connecting with Philadelphia and Erie railroad depot, and extending out Herdic street to west Fourth.

### ASSETS.

| | | |
|---|---|---|
| Cash in treasurer's hands, | $538 | 92 |
| Construction account, | 80,491 | 05 |
| Equipment account, | 8,941 | 00 |
| Hay and feed on hand, | 1,369 | 00 |
| | $91,339 | 97 |

### LIABILITIES.

| | | |
|---|---|---|
| Accounts and bills payable, | $12,749 | 25 |
| Capital stock, | 60,000 | 00 |
| Profit and loss, | 18,590 | 72 |
| | $91,339 | 97 |

## *Abstract of the Annual Reports of the Philadelphia Passenger Railway Companies.*

### 1860.

| Companies. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | Not returned. | 38 | 7.75 | 3,567,000 |
| Fairmount and Arch Street, | | 16 | 3.38 | Not returned. |
| Frankford and Southwark, | | 38 | 16.20 | 3,700,000 |
| Philadelphia and Gray's Ferry, | | 22 | 6.88 | Unknown. |
| | | 114 | 34.21 | 7,267,000 |

Note.—Under the head of "cars" the figures given show the number of first and second class cars. Wherever blanks occur the items were not reported or were returned "unknown."

## 1861.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | Not returned for 1861. | 44 | 8.00 | |
| Fairmount and Arch Street, | | 16 | 3.38 | 1,265,472 |
| Frankford and Southwark, | | 45 | 12.10 | 3,500,000 |
| Girard College, | | 25 | 5.40 | |
| Green and Coates streets, | | 40 | | 2,152,392 |
| Philadelphia City, | | 20 | 3.92 | 1,809,597 |
| Philadelphia and Gray's Ferry, | | 20 | 6.88 | 1,560,000 |
| Ridge Avenue and Manayunk, | | 18 | 4.25 | |
| Second and Third Streets, | | 60 | 18.90 | 5,000,000 |
| Seventeenth and Nineteenth, | | 12 | 5.50 | |
| Thirteenth and Fifteenth, | | 20 | 6.00 | 1,235,624 |
| West Philadelphia, | | 40 | 6.00 | |
| | | 360 | 80.33 | 16,523,085 |

## 1862.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 170 | 20 | 7.50 | 2,350,000 |
| Delaware County, | 16 | 5 | 4.00 | |
| Frankford and Southwark, | 267 | 42 | 12.33 | 3,600,000 |
| Fairmount and Arch, | 117 | 24 | 3.38 | |
| Germantown, | 184 | 26 | 19.00 | 2,000,000 |
| Girard College, | 116 | 25 | 5.40 | |
| Green and Coates, | 187 | 44 | | 2,266,005 |
| Philadelphia City, | 120 | 23 | 3.92 | 2,068,476 |
| Philadelphia and Darby, | 57 | 13 | 5.14 | 240,534 |
| Philadelphia and Gray's Ferry, | | 22 | 6.88 | 1,727,873 |
| Ridge Avenue and Manayunk, | 56 | 13 | 4.25 | |
| Second and Third, | 378 | 67 | 18.90 | 5,300,000 |
| Seventeenth and Nineteenth, | 46 | 13 | 5.50 | |
| Thirteenth and Fifteenth, | 123 | 17 | 6.25 | 1,312,500 |
| West Philadelphia, | 228 | 44 | 6.00 | |
| | 2,065 | 398 | 108.45 | 20,865,388 |

## 1863.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 175 | 39 | 7.00 | 2,850,000 |
| Delaware County, | 13 | 4 | 4.00 | |
| Fairmount, | 128 | 21 | 4.70 | 1,355,600 |
| Fairmount and Arch, | 112 | 20 | 3.38 | 1,484,914 |
| Frankford and Southwark, | 274 | 45 | 12.33 | 4,000,000 |
| Germantown, | 205 | 35 | 19.00 | 2,600,000 |
| Girard College, | 116 | 25 | 5.40 | |
| Green and Coates, | 196 | 40 | | 2,517,098 |
| Philadelphia City, | 133 | 22 | 3.92 | 2,298,848 |
| Philadelphia and Darby, | | 10 | 5.50 | 275,000 |
| Philadelphia and Gray's Ferry, | 120 | 22 | 6.88 | 1,857,000 |
| Ridge Avenue and Manayunk, | 54 | 10 | 4.25 | |
| Second and Third, | 382 | 64 | 18.90 | 5,800,000 |
| Seventeenth and Nineteenth, | 60 | 15 | 5.62 | |
| Thirteenth and Fifteenth, | 133 | 16 | 6.25 | 1,625,000 |
| West Philadelphia, | 233 | 48 | 6.00 | |
| | 2,334 | 436 | 113.13 | 26,663,460 |

## 1864.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 201 | 38 | 7.00 | 3,250,000 |
| Delaware County, | 12 | 2 | 4.00 | |
| Fairmount, | 129 | 22 | 6.00 | 1,729,000 |
| Fairmount and Arch, | 119 | 20 | 3.38 | 1,705,760 |
| Frankford and Southwark, | 257 | 40 | 12.33 | 4,900,000 |
| Germantown, | 233 | 39 | 19.00 | |
| Girard College, | 120 | 25 | 5.40 | |
| Green and Coates, | 236 | 41 | 4.50 | 2,919,908 |
| Hestonville, Mantua and Fairmount, | | 16 | 9.50 | |
| Lombard and South, | 108 | 16 | 4.51 | 1,200,000 |
| Philadelphia City, | 142 | 24 | 3.92 | 2,631,160 |
| Philadelphia and Darby, | 60 | 10 | 5.14 | 334,926 |
| Philadelphia and Gray's Ferry, | 115 | 17 | 7.00 | 1,892,956 |
| Ridge Avenue and Manayunk, | 58 | 10 | 4.50 | |
| Second and Third, | 423 | 70 | 18.90 | 7,500,000 |
| Seventeenth and Nineteenth, | 75 | 16 | 5.62 | |
| Thirteenth and Fifteenth, | 125 | 17 | 6.25 | 1,750,000 |
| West Philadelphia, | 316 | 53 | 6.00 | |
| | 2,729 | 476 | 132.95 | 29,813,710 |

## 1865.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 210 | 37 | 7.00 | 3,500,000 |
| Fairmount Park and Delaware River, | 86 | 17 | 6.00 | |
| Frankford and Southwark, | 262 | 40 | 12.33 | 4,500,000 |
| Germantown, | 250 | 44 | 19.00 | |
| Girard College, | 120 | 25 | 5.40 | |
| Green and Coates, | 195 | 41 | 4.50 | 1,021,426 |
| Hestonville, Mantua and Fairmount, | 328 | 56 | 19.00 | |
| Lombard and South, | 105 | 18 | 4.50 | 1,200,000 |
| Philadelphia City, | 125 | 27 | 3.92 | 2,566,904 |
| Philadelphia and Darby, | 64 | 13 | 5.00 | 333,809 |
| Philadelphia and Gray's Ferry, | 118 | 19 | 7.00 | 1,792,644 |
| Ridge Avenue and Manayunk, | 51 | 10 | 4.50 | |
| Second and Third, | 431 | 72 | 18.90 | 7,000,000 |
| Seventeenth and Nineteenth, | 87 | 16 | 5.62 | |
| Thirteenth and Fifteenth, | 143 | 23 | 6.25 | |
| Union, | 412 | 70 | 23.50 | 3,128,615 |
| West Philadelphia, | 327 | 57 | 6.00 | |
| | 3,314 | 585 | 158.42 | 25,043,398 |

## 1866.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 197 | 34 | 7.00 | 3,500,000 |
| Frankford and Philadelphia, (operated by Second and Third,) | | | 2.00 | 100,000 |
| Frankford and Southwark, | 271 | 40 | 12.00 | 4,000,000 |
| Germantown, | 367 | 59 | 25.50 | 2,906,000 |
| Girard College, | 120 | 25 | 5.00 | |
| Green and Coates, | 191 | 41 | 4.50 | |
| Hestonville, Mantua and Fairmount, | 390 | 57 | 19.00 | |
| Lombard and South, | 105 | 18 | 4.50 | 1,200,000 |
| Philadelphia City, | 291 | 45 | 7.00 | 3,252,497 |
| Philadelphia and Darby, | 45 | 13 | 5.00 | 291,067 |
| Philadelphia and Gray's Ferry, | 154 | 23 | 7.00 | 1,735,051 |
| Ridge Avenue and Manayunk, | 54 | 12 | 4.50 | |
| Second and Third, | 485 | 76 | 18.00 | 7,000,000 |
| Seventeenth and Nineteenth, | 95 | 16 | 5.00 | |
| Schuylkill River. | 40 | 8 | 3.60 | |
| Thirteenth and Fifteenth, | 160 | 18 | 6.25 | 1,600,000 |
| Union, | 515 | 81 | 25.00 | 5,334,505 |
| West Philadelphia, | 331 | 57 | 6.00 | |
| | 3,811 | 623 | 166.25 | 30,919,120 |

## 1867.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 194 | 34 | 7.00 | 3,500,000 |
| Frankford and Philadelphia, | | | 7.00 | 300,000 |
| Frankford and Southwark, | 272 | *40 | 12.00 | 4,000,000 |
| Germantown, | 367 | 59 | 25.50 | 3,400,000 |
| Girard College, | 120 | 25 | 5.00 | |
| Green and Coates, | 197 | 41 | 4.75 | |
| Lombard and South, | 103 | 18 | 4.00 | 1,200,000 |
| Philadelphia City, | 277 | 45 | 7.00 | 3,845,941 |
| Philadelphia and Darby, | 50 | 13 | 5.00 | 303,621 |
| Philadelphia and Gray's Ferry, | 135 | 25 | 7.00 | 1,712,891 |
| Ridge avenue and Manayunk, | 53 | 12 | 4.50 | |
| Schuylkill River, (leased to Philadelphia and Gray's Ferry,) | | | 3.00 | |
| Second and Third, | 489 | 76 | 19.00 | 7,500,000 |
| Seventeenth and Nineteenth, | 100 | 17 | 5.00 | |
| Thirteenth and Fifteenth, | 145 | 28 | 6.25 | |
| Union, | 529 | 81 | 25.00 | |
| West Philadelphia, | 341 | 67 | 6.00 | |
| | 3,372 | 581 | 153.00 | 25,762,453 |

*9 steam cars in addition to 40 horse cars.

1868.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 202 | 34 | 7.25 | 3,646,303 |
| Frankford and Southwark, | 298 | 40 | 12.00 | 4,385,779 |
| Germantown, | 364 | 59 | 25.50 | 3,900,000 |
| Girard College, | 125 | 25 | 5.00 | |
| Green and Coates, | 227 | 42 | 4.50 | |
| Hestonville, Mantua and Fairmount, | 345 | 58 | 11.00 | 3,607,233 |
| Lombard and South, | 113 | 18 | 4.50 | 1,300,000 |
| Philadelphia City, | 280 | 46 | 7.00 | 4,175,418 |
| Philadelphia and Darby, | 50 | 13 | 5.00 | 379,285 |
| Philadelphia and Gray's Ferry, | 140 | 28 | 7.00 | 1,700,000 |
| Ridge Avenue and Manayunk, | 48 | 12 | 4.50 | |
| Schuylkill River, | | | 3.00 | |
| Second and Third, | 486 | 76 | 29.50 | 6,559,148 |
| Seventeenth and Nineteenth, | 110 | 17 | 5.50 | 1,305,986 |
| Thirteenth and Fifteenth, | 170 | 29 | 6.25 | 2,586,539 |
| Union, | 536 | 81 | 25.00 | 6,324,921 |
| West Philadelphia, | 340 | 70 | 10.00 | |
| | 3,834 | 648 | 172.50 | 39,870,612 |

1869.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 202 | 34 | 7.25 | 3,902,356 |
| Frankford and Southwark, | 273 | 45 | 12.33 | 4,540,779 |
| Germantown, | 361 | 59 | 25.50 | 4,050,000 |
| Girard College, | 135 | 25 | 5.40 | |
| Green and Coates, | 198 | 47 | 4.84 | |
| Hestonville, Mantua and Fairmount, | 339 | 57 | 11.00 | 3,880,875 |
| Lombard and South, | 113 | 17 | 4.51 | 1,450,000 |
| Philadelphia City, | 293 | 46 | 7.07 | 4,261,152 |
| Philadelphia and Darby, | 47 | 13 | 5.05 | 400,000 |
| Philadelphia and Gray's Ferry, | 124 | 23 | 10.37 | 1,700,000 |
| Ridge Avenue and Manayunk, | 51 | 12 | 4.50 | |
| Schuylkill River, (not operated,) | | | 3.11 | |
| Second and Third, | 500 | 72 | 30.50 | 7,873,497 |
| Seventeenth and Nineteenth, | 127 | 19 | 5.62 | 1,731,483 |
| Thirteenth and Fifteenth, | 172 | 28 | 6.25 | 3,069,749 |
| Union, | 548 | 79 | 26.25 | 7,034,606 |
| West Philadelphia, | 382 | 65 | 10.00 | 6,100,000 |
| | 3,865 | 641 | 179.55 | 49,994,497 |

## 1870.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 252 | 48 | 7.25 | 4,101,008 |
| Frankford and Southwark, | 301 | 45 | 13.00 | 4,867,118 |
| Germantown, | 360 | 60 | 25.50 | 4,826,570 |
| Girard College, | 155 | 25 | 5.40 | |
| Green and Coates, | 200 | 42 | 7.00 | |
| Hestonville, Mantua and Fairmount, | 336 | 56 | 11.00 | 3,836,455 |
| Lombard and South, | 116 | 17 | 4.51 | 1,450,000 |
| Philadelphia City, | 337 | 71 | 7.07 | 4,406,523 |
| Philadelphia and Darby, (leased to Philadelphia City,) | | 13 | 5.05 | |
| Philadelphia and Gray's Ferry, | 130 | 25 | 10.37 | 2,200,000 |
| Ridge Avenue and Manayunk, | 51 | 11 | 4.50 | |
| Schuylkill River, | | | 3.09 | |
| Second and Third, | 500 | 82 | 30.50 | 9,685,549 |
| Seventeenth and Nineteenth, | 125 | 22 | 6.00 | 2,037,624 |
| Thirteenth and Fifteenth, | 188 | 29 | 7.50 | 3,899,538 |
| Union, | 537 | 87 | 27.00 | 7,590,541 |
| West Philadelphia, | 402 | 65 | 10.00 | 6,500,000 |
| | 3,990 | 698 | 184.74 | 55,400,926 |

## 1871.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 352 | 48 | 7.25 | 5,092,222 |
| Frankford and Southwark, | 366 | 52 | 13.00 | 4,964,179 |
| Germantown, | 360 | 64 | 25.50 | 5,000,000 |
| Girard College, | 168 | 28 | 5.40 | |
| Green and Coates, | 196 | 42 | 7.00 | |
| Hestonville, Mantua and Fairmount, | 362 | 51 | 11.00 | 4,156,007 |
| Lombard and South, | 114 | 17 | 4.51 | 1,450,000 |
| Philadelphia City, | 404 | 65 | 7.07 | 5,350,979 |
| Philadelphia and Darby, | | 15 | 5.05 | |
| Philadelphia and Gray's Ferry, | 145 | 25 | 10.37 | 2,500,000 |
| Ridge Avenue and Manayunk, | 55 | 14 | 4.50 | |
| Schuylkill River, (to Philadelphia and Gray's Ferry, | | | 3.09 | |
| Second and Third, | 550 | 85 | 34.50 | 7,261,417 |
| Seventeenth and Nineteenth, | 236 | 40 | 6.75 | 2,272,609 |
| Thirteenth and Fifteenth, | 222 | 32 | 8.00 | 3,167,312 |
| Union, | 692 | 115 | 30.00 | 8,677,252 |
| West Philadelphia, | 486 | 73 | 10.00 | 7,100,000 |
| | 4,708 | 766 | 192.99 | 56,991,977 |

## 1872.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 350 | 48 | 7.25 | 4,089,857 |
| Empire, (horses and cars hired from Citizens', and Seventeenth and Nineteenth, | | | 7.75 | 1,712,404 |
| Frankford and Southwark, | 389 | 56 | 13. | 5,421,326 |
| Germantown, | 360 | 64 | 25. | 5,063,044 |
| Green and Coates, | 200 | 42 | 7. | 2,723,251 |
| Hestonville, Mantua and Fairmount, | 378 | 43 | 11. | 4,228,444 |
| Lombard and South, | 117 | 17 | 4.51 | 1,450,000 |
| Philadelphia City. | 396 | 73 | 12. | 5,289,426 |
| Philadelphia and Darby, | | 15 | 5. | |
| Philadelphia and Gray's Ferry, | 144 | 23 | 10.37 | 2,600,000 |
| Ridge Avenue, | 254 | 40 | 13. | 3,850,000 |
| Schuylkill River. | | | 3.10 | |
| Second and Third, | 560 | 86 | 36. | 7,653,120 |
| Seventeenth and Nineteenth, | 246 | 40 | 6.75 | 2,342,373 |
| Thirteenth and Fifteenth, | 198 | 31 | 8. | 2,816,590 |
| Union, | 687 | 109 | 30. | 9,741,579 |
| West Philadelphia, | 507 | 74 | 11.50 | 7,800,000 |
| | 4,786 | 761 | 211.23 | 66,781,414 |

## 1873.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 308 | 48 | 7.75 | 4,417,637 |
| Empire, | | | 7.75 | 2,014,662 |
| Frankford and Southwark, | 429 | 56 | 16.22 | 6,084,421 |
| Germantown, | 420 | 70 | 25.00 | 6,225,383 |
| Green and Coates, | 207 | 38 | 7.00 | 2,905,989 |
| Hestonville, Mantua and Fairmount, | 398 | 55 | 11.00 | 5,266,951 |
| Lombard and South, | 114 | 20 | 4.51 | 1,578,000 |
| Philadelphia City, | 430 | 75 | 7.00 | 5,692,515 |
| Philadelphia and Darby, | | 15 | 5.04 | |
| Philadelphia and Gray's Ferry, | 144 | 23 | 10.36 | 2,648,477 |
| Ridge Avenue, | 263 | 40 | 13.70 | 4,100,000 |
| Schuylkill River, | | | 3.11 | |
| Second and Third, | 600 | 99 | 36.00 | 8,200,800 |
| Seventeenth and Nineteenth, | 271 | 35 | 6.75 | 2,707,401 |
| Thirteenth and Fifteenth, | 227 | 34 | 9.25 | 3,272,563 |
| Union, | 756 | 118 | 32.00 | 10,357,196 |
| West Philadelphia, | 499 | 77 | 11.50 | 8,300,000 |
| | 5,066 | 803 | 213.94 | 73,771,995 |

## 1874.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 330 | 48 | 9.00 | 4,925,115 |
| Empire, | | | 7.75 | 2,320,931 |
| Frankford and Southwark, | 472 | 66 | 16.22 | 6,609,848 |
| Germantown, | 437 | 71 | 25.00 | 6,572,720 |
| Green and Coates, | 218 | 38 | 7.00 | 2,975,556 |
| Hestonville, Mantua and Fairmount, | 416 | 66 | 15.00 | 6,057,405 |
| Lombard and South, | 115 | 19 | 4.51 | 1,492,000 |
| Philadelphia City, | 613 | 112 | 7.00 | 7,132,922 |
| Philadelphia and Darby, | | 15 | 5.00 | |
| Philadelphia and Gray's Ferry, | 144 | 22 | 10.36 | 2,723,633 |
| Ridge Avenue, | 280 | 44 | 13.70 | 4,200,000 |
| Roxborough and Manayunk Inclined Plane, | 22 | 3 | 5.50 | 19,104 |
| Schuylkill River, | | | 3.58 | |
| Second and Third, | 600 | 104 | 37.00 | 8,357,565 |
| Seventeenth and Nineteenth, | 294 | 38 | 7.50 | 2,996,877 |
| Thirteenth and Fifteenth, | 247 | 35 | 10.25 | 3,756,938 |
| Union, | 799 | 133 | 36.00 | 10,535,577 |
| West Philadelphia, | 503 | 77 | 11.50 | 7,832,044 |
| | 5,490 | 891 | 231.87 | 78,508,235 |

## 1875.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 330 | 54 | 9.00 | 4,821,546 |
| Continental, | | | 8.50 | |
| Empire, | | | 7.75 | 2,290,614 |
| Frankford and Southwark, | 513 | 75 | 16.75 | 7,558,850 |
| Germantown, | 550 | 76 | 28.00 | 8,247,247 |
| Green and Coates, | 222 | 38 | 7.00 | 3,151,825 |
| Hestonville, Mantua and Fairmount, | 485 | 79 | 19.00 | 6,646,336 |
| Lombard and South, | 183 | 33 | 8.00 | 1,518,900 |
| People's, | 126 | 16 | 5.50 | 2,567,551 |
| Philadelphia City, | 624 | 111 | 9.62 | 8,619,357 |
| Philadelphia and Darby, | | 17 | 5.05 | |
| Philadelphia and Gray's Ferry, | 160 | 27 | 10.37 | 2,651,765 |
| Ridge Avenue, | 280 | 45 | 15.00 | 4,108,050 |
| Roxborough and Manayunk Inclined Plane, | 27 | 6 | 5.50 | 181,944 |
| Schuylkill River, | | | 3.11 | |
| Second and Third, | 600 | 104 | 37.00 | 8,757,115 |
| Seventeenth and Nineteenth, | 304 | 38 | 7.50 | 3,207,433 |
| Thirteeeth and Fifteenth, | 260 | 39 | 10.50 | 3,929,259 |
| Union, | 886 | 149 | 41.00 | 10,635,818 |
| West Philadelphia, | 537 | 75 | 16.00 | 8,493,721 |
| | 6,087 | 982 | 270.15 | 87,387,331 |

## 1876.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 400 | 64 | 9.50 | 5,467,919 |
| Continental, | 295 | 50 | 9.50 | 1,990,358 |
| Empire, | ... | ... | 8.00 | 2,631,321 |
| Frankford and Southwark, | 572 | 75 | 16.75 | 8,662,094 |
| Germantown, | 851 | 90 | 31.00 | 13,338,672 |
| Green and Coates, | 273 | 42 | 7.00 | 3,536,456 |
| Hestonville, Mantua and Fairmount, | 746 | 92 | 20.00 | 9,634,689 |
| Lombard and South, | 160 | 44 | 8.00 | 1,842,214 |
| Manayunk and Roxborough Inclined Plane, | 27 | 7 | 5.50 | 64,414 |
| People's, | 136 | 22 | 6.00 | 1,408,157 |
| Philadelphia City, | 1,065 | 120 | 9.62 | 13,736,705 |
| Philadelphia and Darby, | ... | 15 | 5.05 | ... |
| Philadelphia and Gray's Ferry, | 187 | 30 | 10.37 | 2,413,328 |
| Ridge Avenue, | 300 | 54 | 15.00 | 4,591,259 |
| Schuylkill River, | ... | ... | 3.11 | ... |
| Second and Third, | 625 | 109 | 37.00 | 9,589,635 |
| Seventeenth and Nineteenth, | 344 | 44 | 7.50 | 3,359,589 |
| Thirteenth and Fifteenth, | 290 | 40 | 10.50 | 4,980,897 |
| Union, | 925 | 154 | 41.00 | 11,392,326 |
| West Philadelphia, | 1,064 | 118 | 19.00 | 15,008,950 |
| West End, | 88 | 50 | 15.00 | 4,146,880 |
| | 8,348 | 1,220 | 294.40 | 117,795,833 |

## 1877.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 367 | 65 | 10.00 | 5,792,363 |
| Continental, | 256 | 40 | 9.50 | 2,699,437 |
| Empire, | ... | ... | 8.50 | 2,817,728 |
| Frankford and Southwark, | 536 | 75 | 16.75 | 7,819,963 |
| Germantown, | 620 | 90 | 31.00 | 10,314,484 |
| Green and Coates, | 233 | 37 | 7.00 | 2,832,701 |
| Hestonville, Mantua and Fairmount, | 479 | 92 | 20.00 | 4,778,166 |
| Lombard and South, | 150 | 44 | 8.00 | 1,643,987 |
| Manayunk and Roxborough Inclined Plane, | 26 | 7 | 5.50 | 184,030 |
| People's, | 127 | 22 | 6.50 | 1,108,522 |
| Philadelphia City, | 667 | 120 | 9.62 | 7,933,987 |
| Philadelphia and Darby, | ... | ... | 5.05 | ... |
| Philadelphia and Gray's Ferry, | 168 | 28 | 10.37 | 2,240,091 |
| Ridge Avenue, | 291 | 53 | 15.00 | 4,255,654 |
| Schuylkill River, | ... | ... | 3.11 | ... |
| Second and Third, | 620 | 109 | 37.00 | 8,844,277 |
| Seventeenth and Nineteenth, | 315 | 42 | 7.50 | 2,378,261 |
| Thirteenth and Fifteenth, | 295 | 48 | 12.00 | 3,892,058 |
| Union, | 901 | 154 | 41.00 | 10,117,603 |
| West Philadelphia, | 790 | 113 | 19.00 | 9,934,816 |
| | 6,841 | 1,139 | 282.40 | 89,588,128 |

1878.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 360 | 60 | 10.00 | 4,974,565 |
| Continental, | 268 | 50 | 9.75 | 2,899,952 |
| Empire, | ... | ... | 8.50 | 2,346,282 |
| Frankford and Southwark, | 566 | 89 | 16.75 | 7,752,504 |
| Germantown, | 565 | 90 | 31.00 | 9,914,902 |
| Green and Coates, | 233 | 42 | 7.00 | 2,827,956 |
| Hestonville, Mantua and Fairmount, | 446 | 91 | 20.00 | 4,500,086 |
| Lombard and South, | 150 | 43 | 8.00 | 1,459,329 |
| Manayunk and Roxborough Inclined Plane, | 25 | 7 | 5.50 | .. |
| People's, | 121 | 22 | 6.50 | 1,117,634 |
| Philadelphia City, | 688 | 129 | 9.62 | 8,062,114 |
| Philadelphia and Darby, | ... | ... | 5.05 | .. .. |
| Philadelphia and Gray's Ferry, | 180 | 28 | 10.37 | 2,183,172 |
| Ridge Avenue, | 292 | 53 | 15.00 | 4,316,253 |
| Schuylkill River, | ... | ... | 3.11 | .. |
| Second and Third, | 626 | 109 | 37.00 | 8,490,460 |
| Seventeenth and Nineteenth, | 344 | 44 | 7.50 | 2,260,233 |
| Thirteenth and Fifteenth, | 339 | 50 | 12.00 | 4,468,911 |
| Union, | 912 | 154 | 41.00 | 10,389,200 |
| West Philadelphia, | 701 | 112 | 19.00 | 10,207,428 |
| | 6,816 | 1,173 | 282.65 | 88,170,981 |

1879.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 367 | 56 | 10.00 | 5,126,559 |
| Continental, | 617 | 87 | 9.75 | 5,202,058 |
| Empire, | ..... | ..... | 8.50 | 2,360,505 |
| Frankford and Southwark, | 534 | 89 | 16.75 | 7,760,698 |
| Germantown, | 648 | 90 | 31.00 | 11,071,082 |
| Green and Coates, | 237 | 42 | 7.00 | 3,099,366 |
| Hestonville, Mantua and Fairmount, | 502 | 79 | 20.00 | 4,686,416 |
| Lombard and South, | 154 | 43 | 8.40 | 1,387,817 |
| Manayunk and Roxborough Inclined Plane, | 26 | 7 | 5.50 | ..... |
| People's, | 140 | 22 | 6.50 | 1,224,553 |
| Philadelphia City, | 743 | 120 | 9.62 | 8,453,018 |
| Philadelphia and Darby, | ..... | ... | 5.05 | .. .. |
| Philadelphia and Gray's Ferry, | 190 | 29 | 10.37 | 2,276,352 |
| Ridge Avenue, | 296 | 53 | 15.00 | 4,404,020 |
| Schuylkill River, | . | ... | 3.12 | .. |
| Second and Third, | 626 | 109 | 37.00 | 8,639,358 |
| Seventeenth and Nineteenth, | ... | .... | 7.50 | 1,185,592 |
| Thirteenth and Fifteenth, | 408 | 48 | 12.00 | 4,837,494 |
| Union, | 897 | 154 | 41.00 | 10,835,419 |
| West Philadelphia, | 688 | 100 | 16.50 | 8,274,548 |
| | 7,073 | 1,128 | 280.56 | 90,824,855 |

## 1880.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 388 | 63 | 10.00 | 5,615,494 |
| Continental, (leased to Union,) | | | 9.75 | |
| Empire, | | | 8.50 | 2,442,448 |
| Frankford and Southwark, | 524 | 93 | 16.75 | 8,103,291 |
| Germantown, | 655 | 90 | 31.00 | 12,088,819 |
| Green and Coates, | 236 | 42 | 7.00 | 3,405,350 |
| Hestonville, Mantua and Fairmount, | 498 | 79 | 20.00 | 4,828,214 |
| Lombard and South, | 154 | 43 | 8.40 | 1,416,194 |
| People's, | 148 | 33 | 6.50 | 1,320,819 |
| Philadelphia City, | 776 | 130 | 17.48 | 9,440,591 |
| Philadelphia and Darby, | | | 5.05 | |
| Philadelphia and Gray's Ferry, | 200 | 35 | 10.40 | 2,411,668 |
| Ridge Avenue, | 296 | 53 | 15.00 | 5,004,575 |
| Schuylkill River, | | | 3.12 | |
| Second and Third, | 647 | 109 | 37.00 | 9,006,046 |
| Seventeenth and Nineteenth, (leased to Union,) | | | 7.50 | |
| Thirteenth and Fifteenth, | 394 | 55 | 12.00 | 5,140,046 |
| Union, | 1,705 | 263 | 74.00 | 20,053,880 |
| West Philadelphia, | 699 | 98 | 16.50 | 8,768,080 |
| | 7,320 | 1,186 | 315.95 | 99,045,515 |

## 1881.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 405 | 65 | 10.00 | 5,788,943 |
| Continental, | | | 9.75 | |
| Empire, | | | 8.50 | 2,681,473 |
| Frankford and Southwark, | 536 | 98 | 18.10 | 8,553,987 |
| Germantown, | 674 | 90 | 31.00 | 10,167,849 |
| Green and Coates, | 239 | 42 | 7.00 | 2,348,744 |
| Hestonville, Mantua and Fairmount, | 502 | 79 | 20.00 | 4,609,954 |
| Lombard and South, | 183 | 55 | 8.54 | 1,532,669 |
| People's, | 1,029 | 195 | 45.00 | 6,422,851 |
| Philadelphia City, | 773 | 132 | 17.50 | 10,015,323 |
| Philadelphia and Darby, | | | 5.05 | |
| Philadelphia and Gray's Ferry, | 200 | 35 | 10.37 | 2,474,798 |
| Ridge Avenue, | 298 | 53 | 15.00 | 5,298,495 |
| Schuylkill River, | | | 3.11 | |
| Second and Third, | 660 | 111 | 37.00 | 9,156,392 |
| Seventeenth and Nineteenth, | | | 7.50 | |
| Thirteenth and Fifteenth, | 408 | 53 | 12.00 | 5,193,638 |
| Union, | 1,736 | 280 | 74.00 | 20,960,569 |
| West Philadelphia, | 677 | 127 | 16.50 | 9,164,615 |
| | 8,320 | 1,415 | 355.92 | 104,370,300 |

1882.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 402 | 78 | 10.00 | 5,689,947 |
| Continental, | | | 10.50 | |
| Empire, | | | 8.50 | 2,931,102 |
| Frankford and Southwark, | 536 | 98 | 18.10 | 9,509,207 |
| Green and Coates, (leased to People's,) | | | 7.00 | |
| Hestonville, Mantua and Fairmount, | 490 | 79 | 20.00 | 4,687,840 |
| Lombard and South, | 258 | 55 | 17.76 | 2,696,652 |
| People's, | 1,084 | 176 | 44.00 | 20,554,527 |
| Philadelphia City, | 728 | 132 | 17.44 | 9,383,055 |
| Philadelphia and Darby, | | | 5.21 | |
| Philadelphia and Gray's Ferry, | 200 | 34 | 10.37 | 2,684,496 |
| Ridge Avenue, | 300 | 53 | 15.00 | 5,510,259 |
| Schuylkill River, | | | 3.11 | |
| Second and Third, | 668 | 114 | 37.00 | 9,504,889 |
| Seventeenth and Nineteenth, | | | 8.50 | |
| Thirteenth and Fifteenth, | 390 | 57 | 14.00 | 5,367,803 |
| Union, | 1,713 | 249 | 70.00 | 21,864,841 |
| West Philadelphia, | 626 | 123 | 18.50 | 9,070,422 |
| | 7,395 | 1,248 | 334.99 | 109,455,040 |

1883.

| COMPANIES. | Horses. | Cars. | Miles of track. | Passengers carried. |
|---|---|---|---|---|
| Citizens', | 414 | 87 | 10.00 | 6,077,066 |
| Continental, (Union,) | | | 10.50 | |
| Empire, | | | 8.50 | 3,642,974 |
| Frankford and Southwark, | 569 | 95 | 18.10 | 9,186,168 |
| Green and Coates, (People's,) | | | 7.00 | |
| Hestonville, Mantua and Fairmount, | 465 | 79 | 20.00 | 4,673,736 |
| Lombard and South, | 272 | 55 | 17.76 | 3,216,274 |
| People's, | 1,034 | 164 | 44.00 | 20,053,497 |
| Philadelphia City, | 708 | 132 | 17.40 | 9,597,718 |
| Philadelphia and Darby, (Philadelphia City,) | | | 5.05 | |
| Philadelphia and Gray's Ferry, | 200 | 40 | 10.37 | 2,834,623 |
| Ridge Avenue, | 300 | 56 | 15.00 | 5,757,020 |
| Schuylkill River, (Philadelphia and Gray's Ferry,) | | | 3.11 | |
| Second and Third, | 669 | 116 | 37.00 | 9,595,459 |
| Seventeenth and Nineteenth, (Union,) | | | 7.50 | |
| Thirteenth and Fifteenth, | 400 | 57 | 14.00 | 5,421,922 |
| Union, | 1,724 | 348 | 70.00 | 22,741,228 |
| West Philadelphia, | 646 | 122 | 18.50 | 9,561,867 |
| | 7,401 | 1,351 | 333.79 | 112,359,552 |

# REPORTS OF

# CANAL AND NAVIGATION COMPANIES.

# REPORTS OF CANAL COMPANIES.

## *Delaware and Hudson.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Thomas Dickson, President, | Scranton, Pa. |
| Robert M. Olyphant, Vice President, | New York, N. Y. |
| F. Murray Olyphant, Secretary, | New York, N. Y. |
| James C. Hartt, Treasurer, | New York, N. Y. |
| Coe F. Young, General Manager, | Honesdale, Pa. |
| Rollin Manville, Railroad Superintendent, | Carbondale, Pa. |

General offices at No. 21 Cortlandt street, New York.

| *Directors.* | *Residences.* |
|---|---|
| Abiel A. Low, | New York, N. Y. |
| James M. Halsted, | New York, N. Y. |
| Le Grand B. Cannon, | New York, N. Y. |
| James R. Taylor, | Brooklyn, N. Y. |
| Thomas Dickson, | Scranton, Pa. |
| John Jacob Astor, | New York, N. Y. |
| Thomas Cornell, | Rondout, N. Y. |
| Robert S. Hone, | New York, N. Y. |
| James Roosevelt, | Hyde Park, N. Y. |
| Abraham R. Van Nest, | New York, N. Y. |
| Hugh J. Jewett, | New York, N. Y. |
| David Dows, | New York, N. Y. |
| Robert M. Olyphant, | New York, N. Y. |

### CHARACTERISTICS OF CANAL.

| | |
|---|---|
| Length of main line of canal, from Honesdale, Pa., to Rondout, N. Y., | 108 miles. |
| Length of main line of canal in Pennsylvania, | 25 miles. |

**ASSETS.**

| | | | |
|---|---|---|---|
| Canal, | | $6,339,210 | 49 |
| Railroad and equipment, | | 6,957,188 | 38 |
| Real estate, | | 9,035,163 | 29 |
| Mine improvements, | | 2,388,709 | 02 |
| Mine fixtures and equipment, | | 407,620 | 00 |
| Boats, barges, and steamboat, | | 566,640 | 09 |
| Coal-yards and fixtures, | | 104,037 | 98 |
| Lackawanna and Susquehanna railroad, | | 1,022,938 | 15 |
| Cherry Valley, Sharon and Albany railroad, | | 300,000 | 00 |
| New York and Canada railroad, | | 3,597,074 | 48 |
| Lackawanna Palace Car Company, | | 54,675 | 36 |
| Mechanicville and Fort Edward railroad, | | 52,112 | 88 |
| Schenectady and Mechanicville railroad, | | 211,279 | 74 |
| Albany and Susquehanna railroad, second track, | | 520,163 | 90 |
| Telegraph lines, | | 14,734 | 80 |
| Supplies on hand, | | 1,466,142 | 71 |
| Coal on hand, | | 745,436 | 09 |
| Advances to leased roads, | | 921,663 | 34 |
| Miscellaneous, viz: | | | |
| Albany and Susquehanna consolidated bonds, (1970,) | $1,970,000 00 | | |
| Sundry bonds, | 159,808 59 | | |
| | | 2,129,808 | 59 |
| Stocks, as follows: | | | |
| Albany and Susquehanna railroad, 8,540 shares, | $854,000 00 | | |
| Rensselaer and Saratoga railroad, 8,141 shares, | 814,100 00 | | |
| Sundry stocks, | 146,640 84 | | |
| | | 1,814,740 | 84 |
| Advances on coal, | | 648,724 | 59 |
| Cash, | | 2,318,497 | 29 |
| Bills and accounts receivable, | | 1,596,476 | 20 |
| | | $43,213,038 | 21 |

**LIABILITIES.**

| | | | |
|---|---|---|---|
| Capital stock, | | $20,000,000 | 00 |
| Bonds: | | | |
| 1884, | $3,385,000 00 | | |
| 1891, | 5,549,000 00 | | |
| 1894, | 4,829,000 00 | | |
| 1917, | 5,000,000 00 | | |
| | | 18,763,000 | 00 |
| Interest and dividends payable January, 1884, | | 694,325 | 00 |
| Depositors, | | 82,873 | 33 |
| Dividends and interest unclaimed, | | 40,134 | 01 |
| New stock subscription and accrued interest, | | 1,627,400 | 00 |
| Surplus, | | 2,005,305 | 87 |
| | | $43,213,038 | 21 |

## *Delaware Division.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Joshua W. Woolston, President, | Germantown, Pa. |
| Henry Giles, Secretary and Treasurer, | Philadelphia, Pa. |
| *Directors.* | *Residences.* |
| J. W. Woolston, | Germantown, Pa. |

| | |
|---|---|
| I. V. Williamson, | Philadelphia, Pa. |
| J. S. Harris, | Philadelphia, Pa. |
| E. W. Clark, | Germantown, Pa. |
| F. C. Yarnall, | Philadelphia, Pa. |
| S. F. Corlies, | Philadelphia, Pa. |
| F. R. Cope, | Philadelphia, Pa. |
| E. Roberts, junior, | Philadelphia, Pa. |
| T. McKean, | Philadelphia, Pa. |

**CHARACTERISTICS OF CANAL.**

| | |
|---|---|
| Length of main line of canal, from Easton, Pa., to Bristol, Pa., | 60 miles. |
| Length of main line of canal in Pennsylvania, | 60 miles. |

**ASSETS.**

| | | |
|---|---|---|
| Canal, | $2,433,350 | 00 |
| Scrip, | 4,866 | 75 |
| Cash, | 1,457 | 53 |
| | $2,439,674 | 28 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $1,633,350 | 00 |
| Bonds, | 800,000 | 00 |
| Profit and loss, | 6,324 | 28 |
| | $2,439,674 | 28 |

## *Lehigh Coal and Navigation.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Joseph S. Harris, President, | Philadelphia. |
| F. C. Yarnall, Vice President, | Overbrook. |
| S. Shepherd, Secretary and Treasurer, | Philadelphia. |

General office at Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| F. R. Cope, | Philadelphia. |
| E. W. Clark, | Philadelphia. |
| Fisher Hazard, | Mauch Chunk. |
| Charles Parrish, | Wilkes-Barre. |
| Charles Wheeler, | Philadelphia. |
| George Whitney, | Philadelphia. |
| John Leisenring, | Mauch Chunk. |
| James M. Willcox, | Philadelphia. |
| Edward Lewis, | Philadelphia. |
| T. Charlton Henry, | Philadelphia. |
| Samuel Dickson, | Philadelphia. |

## CHARACTERISTICS OF CANAL.

| | |
|---|---|
| Length of main line of canal, from Coalport to Easton, | 48 miles. |
| Length of main line of canal in Pennsylvania, | 48 miles. |

## ASSETS.

| | | |
|---|---|---|
| Lehigh and Susquehanna railroad construction, | | $14,309,690 74 |
| Lehigh Navigation and shipping improvements, | | 3,000,000 00 |
| Coal lands, | | 5,724,002 82 |
| Coal improvements, | | 1,526,885 11 |
| Panther Creek railroad and equipment, | | 470,040 50 |
| Lansford shops and equipment, | | 62,713 05 |
| Opened work and cut coal in mines, | | 455,288 39 |
| Mining equipment, | | 250,566 53 |
| Landed property and improvements, | | 712,936 41 |
| Canal equipment, | | 238,718 75 |
| Supplies on hand at mines, | | 158,880 87 |
| Coal on hand, | | 73,267 66 |
| 18,901 shares Lehigh Coal and Navigation Company stock owned by company, | | 945,050 00 |
| Delaware Division Canal Company bonds, | | 306,000 00 |
| Delaware Division Canal Company stock, | | 1,193,350 00 |
| Other securities owned by company, | | 481,850 83 |
| Bills receivable, | | 29,317 86 |
| Bonds and mortgages, | | 3,984 33 |
| Principal of ground and water rents, | | 170,011 86 |
| Cash on hand, | | 306,131 47 |
| Balance of individual ledger, | | 20,294 02 |
| | | $30,438,981 20 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, 228,837 shares issued, | $11,441,850 00 | |
| Capital stock, 18,901 shares owned by company, | 945,050 00 | |
| | | $12,386,900 00 |
| Loan due 1884, | $5,381,840 84 | |
| Loan due 1897, gold, | 4,653,000 00 | |
| Loan due 1897, railroad, | 2,000,000 00 | |
| Loan due 1911, consol mortgage, | 2,464,000 00 | |
| Seven per cent. scrip redeemable in bonds due 1911, | 6,750 00 | |
| Loan due 1894, gold, | 771,000 00 | |
| Greenwood mortgage bonds due 1892, | 643,000 00 | |
| Mortgage bonds due 1887, Kentucky bank tract, | 37,000 00 | |
| Six per cent. scrip, Delaware division, due 1884, | 113,639 00 | |
| | $16,070,229 84 | |
| Less gold loan due 1897, assumed by Central Railroad of New Jersey, $2,310,000 00 | | |
| Less gold loan due 1897, assumed by Lehigh and Wilkes-Barre Coal Co., 500,000 00 | | |
| Less gold loan due 1894, assumed by Lehigh and Wilkes-Barre Coal Co., 771,000 00 | | |
| | 3,581,000 00 | |
| | | 12,489,229 84 |
| Bills payable, | | 1,385,000 00 |
| Central Railroad of New Jersey construction loan, | | 757,365 03 |
| Philadelphia and Reading Railroad construction loan, | | 128,851 35 |
| Ground-rents, mortgages and dowers, | | 188,921 18 |
| Interest and dividends due January 1, 1884, and arrears, | | 148,791 05 |
| Profit and loss, | | 2,287,988 92 |
| Dividend fund, | | 665,933 83 |
| | | $30,438,981 20 |

# *Monongahela Navigation.*

*Year ending January 10, 1884.*

| *Officers.* | *Residences.* |
|---|---|
| J. K. Moorhead, President, | Pittsburgh, Pa. |
| Max. K. Moorhead, President *pro tem.*, | Pittsburgh, Pa. |
| W. Bakewell, Secretary and Treasurer, | Pittsburgh, Pa. |
| W. P. Wood, Cargo Inspector, | Pittsburgh, Pa. |
| Thomas McGowan, Superintendent of Repairs, | Lock No. 4, Washington county, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| Joseph Albree, | Pittsburgh, Pa. |
| Felix R. Brunot, | Allegheny, Pa. |
| Alexander Bradley, | Pittsburgh, Pa. |
| Allan C. Bakewell, | Pittsburgh, Pa. |
| John Harper, | Pittsburgh, Pa. |
| N. B. Hogg, | Allegheny, Pa. |
| J. B. Murdoch, | Pittsburgh, Pa. |
| William Morrison, | Allegheny, Pa. |
| Max. K. Moorhead, | Pittsburgh, Pa. |
| J. B. Sweitzer, | Pittsburgh, Pa. |

## CHARACTERISTICS OF CANAL.

| | |
|---|---|
| Lengh of main line of canal, from Pittsburgh to Dunkard creek, | 86 miles. |
| Length of main line of slackwater in Pennsylvania: All in Pennsylvania, | 86 miles. |

## ASSETS.

| | | |
|---|---|---|
| Construction, | $1,120,100 | 20 |
| *New construction, (not completed,) | 356,629 | 70 |
| *Cash, | 82,574 | 34 |
| W. P. Wood, cargo inspector, | 1,619 | 94 |
| Toll bills, amount of tolls not yet received, | 31,411 | 78 |
| Securities held for investments of sinking and contingent funds, | 88,605 | 00 |
| | $1,680,940 | 96 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $1,004,650 | 00 |
| Scrip, | 802 | 00 |
| First mortgage bonds, due July 1, 1887, | 38,000 | 00 |
| Second mortgage bonds, due July 1, 1902, | 343,000 | 00 |
| Paid bond account, | 46,000 | 00 |
| Sinking fund, (for payment of first mortgage bonds,) | 38,000 | 00 |
| Contingent fund, | 50,000 | 00 |
| Trustee account, | 7,157 | 67 |
| Suspended account, | 1,392 | 90 |
| State Treasurer, | 6,027 | 90 |
| Dividends unpaid, | 1,212 | 00 |
| Coupons unpaid, (of which $8,415 fell due January 1, 1884,) | 8,805 | 00 |
| Profit and loss, | 135,893 | 49 |
| | $1,680,940 | 96 |

*NOTE.—Since the treasurer's books were closed on January 10, 1884, he has been advised of a payment into bank to the credit of the company, of $7,500, on account of construction of New Lock No. 3, which is not included in the foregoing statement and report, but which will be included in next year's report. This sum would reduce the net amount paid on account of new construction, and increase the amount of cash on hand to that extent.

# *Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Isaac J. Wistar, President, | Philadelphia, Pa. |
| Alfred Mordecai, Secretary, | Philadelphia, Pa. |
| Thomas P. Haviland, Treasurer, | Philadelphia, Pa. |
| Thomas T. Wierman, Chief Engineer, | Harrisburg, Pa. |
| F. J. Deemer, Superintendent of Equipment, | Wilkes-Barre, Pa. |
| Thomas T. Wierman, Jr., Resident Engineer, | Harrisburg, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| George B. Roberts, | Philadelphia, Pa. |
| Isaac J. Wistar, | Philadelphia, Pa. |
| Wistar Morris, | Philadelphia, Pa. |
| Edmund Smith, | Philadelphia, Pa. |
| A. J. Cassatt, | Philadelphia, Pa. |
| M. Hall Stanton, | Philadelphia, Pa. |
| Alexander Biddle, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. |
| Samuel M. Felton, | Philadelphia, Pa. |
| Strickland Kneass, | Philadelphia, Pa. |
| Simon Gratz, | Philadelphia, Pa. |
| William J. Howard, | Philadelphia, Pa. |

## CHARACTERISTICS OF CANAL.

| | |
|---|---|
| Length of main line of canal: From Columbia to Nanticoke, 144; Junction to Huntingdon, 90; Northumberland to Lock Haven, 66; Clark's Ferry to Millersburg, 13; slack water, aggregate length, 11, | 324 miles. |
| Length of main line of canal in Pennsylvania, | 324 miles. |
| Number of branch canals, with length of each, viz: Two; aggregate length, | 4 miles. |

## ASSETS.

| | | |
|---|---|---|
| Capital stock Susquehanna Coal and other companies, | $109,001 | 00 |
| Cash, | 111,704 | 71 |
| Collectors, | 344 | 06 |
| Equipment, | 213,478 | 53 |
| Individuals and company's chief engineer's account, | 87 | 17 |
| Materials Harrisburg repair shop, | 7,364 | 25 |
| Materials Espy boat yard, | 11,524 | 88 |
| Pennsylvania Canal, | 6,750,589 | 48 |
| Profit and loss, | 322,421 | 56 |
| Pennsylvania Railroad Company, | 48,285 | 64 |
| Sinking fund, | 62,465 | 70 |
| | $7,637,266 | 98 |

| LIABILITIES. | | |
|---|---|---|
| Capital stock, | $4,501,200 | 00 |
| W. P. Clyde & Co., | 7 | 24 |
| First mortgage bonds, | 86,000 | 00 |
| General mortgage bonds, | 2,942,000 | 00 |
| W. Hacker, auditor, pay-rolls, | 12,509 | 90 |
| W. Hacker, auditor, vouchers, | 6,375 | 27 |
| Interest on bonds in sinking fund, | 2,302 | 50 |
| Interest on first mortgage bonds, | 2,580 | 00 |
| Interest on general mortgage bonds, | 84,180 | 00 |
| Susquehanna Canal Company, | 63 | 65 |
| Susquehanna Steamboat Company, | 48 | 42 |
| | $7,637,266 | 98 |

# *Schuylkill Navigation.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Frederick Fraley, President, | Philadelphia. |
| Richard Wilkins, Secretary and Treasurer, | Philadelphia. |
| Isaac P. Wilkins, Assistant Treasurer, | Bethayres, Montgomery county. |
| T. C. Zulick, Superintendent, | Schuylkill Haven, Pa. |
| Edwin F. Smith, Chief Engineer, | Reading, Pa. |

General office, No. 417 Walnut street, Philadelphia.

| *Managers.* | *Residences.* |
|---|---|
| John N. Hutchinson, | Easton, Pa. |
| Charles W. Wharton, | Branchtown, Pa. |
| George Brooke, | Birdsboro', Pa. |
| Charles Baber, | Pottsville, Pa. |
| Michael Ward, | Philadelphia, Pa. |
| Thomas R. Patton, | Philadelphia, Pa. |

## CHARACTERISTICS OF CANAL.

| | |
|---|---|
| Length of main line of canal, from Mill Creek to Callowhill street bridge, Philadelphia, | 108.23 miles. |
| Length of main line of canal in Pennsylvania, | 108.23 miles. |
| Number of branch canals, with length of each, viz: one; aggregate length, | 1 mile. |

## ASSETS.

| | | |
|---|---|---|
| Cash on hand, | $63,610 | 33 |
| Stocks and bonds held by president in trust, | 34,261 | 27 |
| Debts due to the company, | 417 | 83 |
| Contingent and sinking fund investments held in trust by the Philadelphia and Reading railroad company, | 36,268 | 58 |
| Works, real estate, and equipments of the company as charged on the books, | 12,496,645 | 36 |
| Rent due by the Philadelphia and Reading railroad company, | 200,988 | 70 |
| | $12,832,192 | 07 |

| LIABILITIES. | | |
|---|---|---|
| Capital stock, | $693,712 | 00 |
| Preferred stock, | 3,283,650 | 00 |
| Mortgage loans, due 1897, 6 per cent., | 1,709,380 | 20 |
| Mortgage loans, due 1907, 6 per cent., | 3,990,392 | 66 |
| Coupon mortgage loan, due 1895, 6 per cent., | 1,200,000 | 00 |
| Improvement bond, due 1880, 6 per cent., | 228,000 | 00 |
| Boat and car loan, due 1913, 6 per cent., | 756,650 | 00 |
| Boat and car loan, due 1915, 6 per cent., | 628,100 | 00 |
| Loan of 1876, due 1895, 6 per cent., | 6,760 | 50 |
| FLOATING LIABILITIES. | | |
| Interest on loan, due January 1, 1884, | 171,635 | 65 |
| Dividends on preferred and common stock, | 6,544 | 35 |
| Retained taxes deducted from interest due loanholders, | 33,154 | 59 |
| Other current debts, | 1,017 | 83 |
| Contingent and sinking fund, | 36,268 | 58 |
| Balance to credit of profit and loss account to pay dividend, | 86,925 | 71 |
| | $12,832,192 | 07 |

## *Susquehanna.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| G. A. Nicolls, President, | Reading, Pa. |
| Robert D. Brown, Treasurer, | Baltimore, Md. |
| T. C. Zulick, Superintendent, | Schuylkill Haven. Pa. |
| Edwin F. Smith, Chief Engineer, | Reading, Pa. |

General offices at Baltimore, Md., and Reading, Pa.

| *Directors.* | *Residences.* |
|---|---|
| George W. Dobbin, | Baltimore, Md. |
| Enoch Pratt, | Baltimore, Md. |
| R. K. Hawley, | Baltimore, Md. |
| Isaac Brooks, junior, | Baltimore, Md. |
| William W. Taylor, | Baltimore, Md. |
| Osmun Latrobe, | Baltimore, Md. |
| B. Andrews Knight, | Philadelphia, Pa. |
| William P. Jenks, | Philadelphia, Pa. |
| John N. Hutchinson, | Philadelphia, Pa. |
| J. B. Lippincott, | Philadelphia, Pa. |
| Franklin B. Gowen, | Philadelphia, Pa. |
| Henry Lewis, | Philadelphia, Pa. |

### CHARACTERISTICS OF CANAL.

| | |
|---|---|
| Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md., | *45 miles. |
| Length of main line of canal in Pennsylvania, | 30 miles. |

* Includes Tidewater Canal in Maryland.

**ASSETS.**

| | | |
|---|---|---|
| Cost of canals, | $4,930,291 | 49 |
| Uncollected rental, | 339,697 | 65 |
| Cash on hand, | 6,647 | 71 |
| | $5,276,636 | 85 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $2,002,746 | 00 |
| Funded debt, | 2,899,310 | 58 |
| Unfunded debt, | 374,580 | 27 |
| | $5,276,636 | 85 |

# *Union.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Grant Weidman, President, | Lebanon, Pa. |
| George S. Bowman, Secretary and Treasurer, | Lebanon, Pa. |
| William Eckenroth, General Superintendent, | Lebanon, Pa. |
| A. J. Wood, Division Superintendent, | Water Works, Lebanon county, Pa. |
| Geo. W. Heckerman, Division Superintendent, | Hummelstown, Dauphin county, Pa. |
| Daniel Zechman, Division Superintendent, | Bernville, Berks county, Pa. |

General offices at Lebanon, Pennsylvania.

| *Directors.* | *Residences.* |
|---|---|
| Frederick Fraley, | Philadelphia. |
| William H. Gatzmer, | Philadelphia. |
| Charles M. Bayard, | Philadelphia. |
| George deB. Keim, | Philadelphia. |
| Thomas C. Zulick, | Schuylkill Haven. |

**CHARACTERISTICS OF CANAL.**

| | |
|---|---|
| Length of main line of canal: From Middletown to Reading, | $77\frac{64}{100}$ miles. |
| Length of main line of canal in Pennsylvania, | $77\frac{64}{100}$ miles. |
| Number of branch canals, with length of each, viz: One; from Jonestown to Water Works, | 7 miles. |

**ASSETS.**

| | | |
|---|---|---|
| Stock, general account, | $5,915,786 | 66 |
| Cash, | 611 | 43 |
| S. R. Hynicka, | 164 | 70 |
| Drafts, | 519 | 03 |
| Cornish engine, | 4,631 | 43 |
| Profit and loss, | 143,281 | 81 |
| | $6,065,095 | 06 |

| LIABILITIES. | | |
|---|---|---|
| Capital stock, preferred 6 per cent., | $1,434,200 | 00 |
| Capital stock, common, | 1,352,800 | 00 |
| Capital stock, fractional, | 4,196 | 26 |
| Capital stock, preferred 8 per cent., | 3,200 | 00 |
| Capital stock, preferred 10 per cent., | 200 | 00 |
| Capital stock, preferred 6 per cent. S. N. Company, | 120,850 | 00 |
| Mortgage bonds, | 3,000,000 | 00 |
| Sundry accounts, (personal,) | 149,648 | 80 |
| | $6,065,095 | 06 |

# TELEGRAPH REPORTS.

# TELEGRAPH COMPANIES.

## *American District.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William J. Philips, President, | Philadelphia, Pa. |
| Joseph Wood, Jr., Secretary and Assistant Treasurer, | Philadelphia, Pa. |
| M. Richards Muckle, Treasurer, | Philadelphia, Pa. |
| Charles L. Chapin, General Superintendent, | Philadelphia, Pa. |

General offices at 208 West Washington square, Philadelphia, Pa.

| *Directors.* | *Residences.* |
|---|---|
| William J. Philips, | Philadelphia, Pa. |
| C. H. T. Collis, | Philadelphia, Pa. |
| M. Richards Muckle, | Philadelphia, Pa. |
| William H. Woolverton, | New York, N. Y. |
| James McManes, | Philadelphia, Pa. |
| John E. Zeublin, | Philadelphia, Pa. |
| Thomas R. Woodhouse, | Philadelphia, Pa. |
| Leonard R. Fletcher, | Philadelphia, Pa. |
| James A. Palmer, | Philadelphia, Pa. |

### CHARACTERISTICS OF LINE.

| | |
|---|---|
| Length of wire in Pennsylvania, consisting of short lines in Philadelphia, | 126 miles. |
| Number of stations in Pennsylvania, | 10 districts. |
| Number of instruments in use (entire line:) District, burglar alarm, Morse, &c., | 2,308 |
| Number of poles in use, | 13 |
| Number of persons employed in operating and maintaining line in Pennsylvania: Adults and operators, 74; messengers, 197; total, | 271 |
| Number of local messages transmitted during year, (entire line,) | 26,478 |

| | |
|---|---|
| Number of messages sent during the year in Pennsylvania, handed to other lines for transmission, | 192,595 |
| Number of messages received in Pennsylvania from other lines for delivery by messengers, | 821,298 |
| Value of real estate owned by the company, exclusive of line, | None owned. |

### TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes, 15 cents for 30 minutes, 30 cents for 1 hour.

### EXPENSES.

| | |
|---|---|
| Gross expenses in Pennsylvania, | $107,939 02 |

### RECEIPTS.

| | |
|---|---|
| Gross receipts of entire line, including amount received for other corporations and individuals as their agents, | $162,838 20 |

### SUMMARY OF PAYMENTS.

| | | |
|---|---|---|
| For construction of new lines, | $1,389 | 37 |
| For purchase of telegraph property, | 1,014 | 99 |
| For interest, | 804 | 00 |
| For miscellaneous, including payment to other corporations and individuals of amounts received, as above noted, | 153,742 | 86 |
| For taxes, | 1,886 | 19 |
| Total, | $158,837 | 41 |

### ASSETS.

| | | |
|---|---|---|
| License and patent rights, | $316,612 | 00 |
| Charter and incorporation, | 250 | 00 |
| Construction, | 61,349 | 45 |
| Equipments, | 21,801 | 37 |
| Supplies, (instruments and material in stock,) | 5,848 | 84 |
| Donated American District telegraph stock (this company) held by trustee, | 4,650 | 00 |
| Accounts receivable, | 12,935 | 52 |
| Cash, | 7,877 | 00 |
| | $431,324 | 18 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $400,000 | 00 |
| First mortgage bonds, | 13,400 | 00 |
| Accrued interest on bonds, (due March 1, 1884,) | 268 | 00 |
| Unpaid vouchers drawn for settlement of December accounts, | 3,858 | 06 |
| Accounts payable, | 26 | 70 |
| Profit and loss, | 13,771 | 42 |
| | $431,324 | 18 |

# *Atlantic and Ohio.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Norvin Green, President, | New York. |
| Augustus Schell, Vice President, | New York. |
| Roswell H. Rochester, Secretary and Treasurer, | New York. |

General offices at New York city.

| *Directors.* | *Residences.* |
|---|---|
| Norvin Green, | New York. |
| Thomas T. Eckert, | New York. |
| Augustus Schell, | New York. |
| Roswell H. Rochester, | New York. |
| John B. Van Every, | New York. |
| Charles A. Tinker, | New York. |
| John E. Zeublin, | Philadelphia. |
| Henry Bentley, | Philadelphia. |
| Sylvester S. Garwood, | Philadelphia. |

## CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately. The return of the Western Union Telegraph Company includes all lines leased or owned by it. The length of time for which the lines are leased, (as above stated,) is until terminated by six months' notice at the option of either party.

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

## EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

## RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

## SUMMARY OF PAYMENTS.

For dividends, none other than ten per cent. paid by Western Union Company.

None. Taxes paid by lessees.

### STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None, since its lease to the Western Union Telegraph Company, April 15, 1864.

Date and per cent. of all cash dividends on stock of original and consolidated companies: Prior to April 15, 1864, not known. Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock, (not belonging to Western Union Telegraph Company,) amounting now to $6,500

## *Pacific and Atlantic.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Norvin Green, President, | New York. |
| Augustus Schell, Vice President, | New York. |
| Roswell H. Rochester, Secretary and Treasurer, | New York. |

General offices at New York city.

| *Directors.* | *Residences.* |
|---|---|
| Norvin Green, | New York. |
| Augustus Schell, | New York. |
| David H. Bates, | New York. |
| Roswell H. Rochester, | New York. |
| Henry Bentley, | Philadelphia. |
| John E. Zeublin, | Philadelphia. |
| Sylvester S. Garwood, | Philadelphia. |

### CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately. The returns of the Western Union Telegraph Company include all lines leased or owned by it. The length of time for which the lines are leased (as above stated) is nine hundred and nincty-nine years from January 1, 1874.

### TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

### EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

### RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

### SUMMARY OF PAYMENTS.

None. Taxes paid by lessees.

### STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and per cent. of all cash dividends on stock of original and consolidated companies: December 1, 1866, 3¼ per cent.; April 1, 1867, April 1, 1868, April 1, 1869, July 1, 1867, July 1, 1868, July 1, 1869, October 1, 1867, October 1, 1868, October 1, 1869, January 1, 1868, January 1, 1869, 2½ per cent.

## *Philadelphia Local.*

*Year ending March 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Henry Bentley, President, | Philadelphia. |
| William P. Wheatland, Secretary and Treasurer, | Philadelphia. |
| Samuel M. Plush, General Superintendent, | Philadelphia. |

| *Directors.* | *Residences.* |
|---|---|
| Henry Bentley, | Philadelphia. |
| William P. Wheatland, | Philadelphia. |
| John E. Zeublin, | Philadelphia. |
| James Merrihew, | New York. |
| Augustus Schell, | New York. |
| Charles A. Tinker, | New York. |
| David H. Bates, | New York. |

### CHARACTERISTICS OF LINE.

All local lines, extending from one part of the city to another, in Philadelphia. No cables.

| | |
|---|---|
| Length of wire, (entire line,) about, | 159 miles. |
| Length of wire in Pennsylvania, | 159 miles. |
| Number of stations, (entire line,) | 76 |
| Number of stations in Pennsylvania, | 76 |
| Number of instruments in use, (entire line,) | 416 |
| Number of instruments in use in Pennsylvania, | 416 |
| Number of poles to the mile, about, | 40 |
| Number of persons employed in operating and maintaining the line, male, 64; female, 28; total, | 92 |
| Number of persons employed in operating and maintaining the road in Pennsylvania, male, 64; female, 28; total, | 92 |
| Number of messages sent during the year, (entire lines,) about, | 365,000 |

| | |
|---|---|
| Number of messages sent during the year in Pennsylvania, | 365,000 |
| Number of messages received, (entire lines,) about, . . . | 450,000 |
| Number of messages received in Pennsylvania, . . . . . | 450,000 |
| Value of real estate owned by the company, exclusive of line, . . . . . | None. |
| Value of real estate owned by the company in Pennsylvania, . . . . . | None. |

### TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: Rates for ten words, 15 and 20 cents; each additional word, 1 and 2 cents. We have no wire of greater length than 12 miles.

### EXPENSES.

| | |
|---|---|
| Gross expenses of entire lines, . . . . . | $133,730 60 |
| Gross expenses in Pennsylvania, . . . . . | 133,730 60 |

### RECEIPTS.

| | |
|---|---|
| Gross receipts of entire line, . . . . . | $210,563 17 |
| Gross receipts in Pennsylvania, . . . . . | 210,563 17 |

### SUMMARY OF PAYMENTS.

| | | |
|---|---|---|
| For construction of new lines, and purchase of telegraph property, stocks, &c., . . . . . | $23,229 | 94 |
| For dividends, . . . . . | 52,000 | 00 |
| For miscellaneous, . . . . . | 129,606 | 30 |
| For taxes, . . . . . | 4,124 | 30 |
| For undivided profits, . . . . . | 1,602 | 63 |
| Total, . . . . . | $210,563 | 17 |
| Total amount of undivided profits, . . . . . | $40,839 | 29 |

### ASSETS.

| | | |
|---|---|---|
| Construction, equipment, plant, &c., . . . . . | $325,839 | 92 |
| Amount invested in stocks, memberships, &c., in other companies, . . | 114,999 | 37 |
| Cash—accounts due and unpaid to date, . . . . . | 4,601 | 45 |
| Cash balance, . . . . . | 9,001 | 18 |
| | $454,441 | 92 |

### LIABILITIES.

| | | |
|---|---|---|
| Capital stock, . . . . . | $400,000 | 00 |
| Unfunded surplus invested in construction, equipment, purchase new property, stocks, &c., . . . . . | 40,839 | 29 |
| Profit and loss—undivided dividend and surplus balance, . . . . . | 13,602 | 63 |
| | $454,441 | 92 |

### STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and per cent. of all cash dividends on stock of original and con

solidated companies: June 30, 1882, $16,000, 4 per cent.; September 30, 1882, $12,000, 3 per cent.; December 31, 1882, $12,000, 3 per cent; March 30, 1883, $12,000, 3 per cent.

| | Amount. |
|---|---|
| Amount paid in dividends, cash, | $52,000 00 |
| Balance for the year or surplus, | 1,602 63 |
| Surplus at commencement of the year, | 4,003 06 |
| Total surplus, March 31, 1883, | 1,602 63 |
| Surplus invested as follows: Cash and accounts due company, | 1,602 63 |

## *Philadelphia, Reading and Pottsville.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| George DeB. Keim, President, | Philadelphia. |
| Howard Hancock, Secretary, | Philadelphia. |
| John Welch, Treasurer, | Philadelphia. |
| O. W. Stager, Superintendent, | Reading. |

General offices at 237 South Fourth street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| J. B. Lippincott, | Philadelphia. |
| Henry Lewis, | Philadelphia. |
| Edward C. Knight, | Philadelphia. |
| G. A. Nicolls, | Reading. |

### CHARACTERISTICS OF LINE.

| | |
|---|---|
| Length of main line, from Philadelphia, Pa., to Pottsville, Pa., | 101 miles. |
| Length of main lines in Pennsylvania, | 863½ miles. |
| Length of sub-marine cables, (entire line,) | 500 feet. |
| Length of wire, (entire line,) | 2,900¼ miles. |
| Number of stations, (entire line,) | 383 |
| Number of instruments in use, (entire line,) | 773 |
| Number of poles to the mile, | 31 to 37 |
| Number of persons employed in operating and maintaining the line, male, 650; female, 12; total, | 662 |
| Number of messages sent during the year, (entire line,) | 364,578 |
| Number of messages sent during the year in Pennsylvania, | Same. |
| Value of real estate owned by the company, exclusive of line, | None. |

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

| NUMBER OF MILES. | Rates for ten words. | Each additional word. |
|---|---|---|
| For one hundred miles or under, . . . | 15, 20 and 25 cents. | 1 and 2 cents. |
| For one hundred miles and under two hundred miles, . . . . . | 25 cents. | 2 cents. |
| For two hundred miles and under three hundred miles, . . . . . | 25 cents. | 2 cents. |

## EXPENSES.

| | |
|---|---|
| Gross expenses of entire line, . . . . . | $58,786 81 |

## RECEIPTS.

| | |
|---|---|
| Gross receipts of entire line, . . . . . | 96,218 09 |

## SUMMARY OF PAYMENTS.

| | | |
|---|---|---|
| For construction of new line, . . . . . | $10,048 | 91 |
| For maintenance and repairs, . . . . . | 9,176 | 47 |
| For wages of repairmen, . . . . . | 9,311 | 65 |
| For interest, . . . . . | 12,000 | 00 |
| For dividends, . . . . . | 50,000 | 00 |
| For salaries of operators, &c., . . . . . | 30,825 | 77 |
| For taxes, . . . . . | 1,302 | 54 |
| For miscellaneous, . . . . . | 8,170 | 38 |
| Total, . . . . . | $130,835 | 72 |

## ASSETS.

| | | |
|---|---|---|
| Construction, . . . . . | $195,155 | 64 |
| Equipment, . . . . . | 57,792 | 85 |
| Materials, . . . . . | 7,857 | 20 |
| Cash, . . . . . | 5,158 | 19 |
| Sundry debits, . . . . . | 7,564 | 94 |
| | $273,528 | 82 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, . . . . . | $20,000 | 00 |
| Debenture bonds, . . . . . | 200,000 | 00 |
| Coupons due December 1, 1883, (accrued,) . . . . . | 6,000 | 00 |
| Sundry credits, . . . . . | 28,833 | 10 |
| Profit and loss, income account, . . . . . | 18,695 | 72 |
| | $273,528 | 82 |

## STOCKS AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies: December 4, 1882, 150 per cent.; November 28, 1883, 100 per cent.

Amount paid in dividends, cash, $50,000 00.

# *Rockhill.*

*Year ending November 30, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| William A. Ingham, President, | Philadelphia. |
| William B. Jacobs, Secretary and Treasurer, | Philadelphia. |
| A. W. Sims, General Manager and Superintendent, | Orbisonia. |

General offices at 320 Walnut street, Philadelphia.

| *Directors.* | *Residences.* |
|---|---|
| William A. Ingham, | Philadelphia. |
| Ario Pardee, | Hazleton. |
| Edward Roberts, Jr., | Philadelphia. |
| George B. Markle, | Philadelphia. |
| Percival Roberts, | Philadelphia. |

## CHARACTERISTICS OF LINE.

| | |
|---|---|
| Length of main line, from Mount Union to Robertsdale, | 30 miles. |
| Length of main line in Pennsylvania, | 30 miles. |
| Length of wire, (entire line,) | 30 miles. |
| Length of wire in Pennsylvania, | 30 miles. |
| Number of stations, (entire line,) | 5 |
| Number of stations in Pennsylvania, | 5 |
| Number of instruments in use, (entire line,) | 5 |
| Number of instruments in use in Pennsylvania, | 5 |
| Number of poles to the mile, | 33 |
| Number of persons employed in operating and maintaining the line, male, | 5 |
| Number of persons employed in operating and maintaining line in Pennsylvania, male, | 5 |
| Number of messages sent during the year, (entire line,) | 487 |
| Number of messages sent during the year in Pennsylvania, | 487 |
| Number of messages reeeived, (entire line,) | 487 |
| Number of messages reeeived in Pennsylvania, | 487 |

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

| Number of Miles. | Rates for ten word. | Each additional word. |
|---|---|---|
| For one hundred miles or under, | 25 cents. | 2 cents. |

## EXPENSES.

Gross expenses of entire line: Paid by East Broad Top Railroad and Coal Company and included in their report.

Gross expenses in Pennsylvania: All.

**RECEIPTS.**

Gross receipts of entire line: Received by East Broad Top Railroad and Coal Company and included in their report.
Gross receipts in Pennsylvania: All.

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, | $4,220 | 13 |
| Cash in bank, | 300 | 00 |
| | $4,520 | 13 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $300 | 00 |
| Unfunded debt, | 4,220 | 13 |
| | $4,520 | 13 |

## *Western Union.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Norvin Green, President, | New York. |
| Thomas T. Eckert, Vice President and General Manager, | New York. |
| Augustus Schell, Vice President, | New York. |
| Harrison Durkee, Vice President, | New York. |
| John Van Horne, Vice President, | New York. |
| A. R. Brewer, Secretary, | New York. |
| R. H. Rochester, Treasurer, | New York. |
| Charles A. Tinker, General Superintendent, | New York. |
| R. C. Clowry, General Superintendent, | Chicago, Ill. |
| G. W. Trabue, General Superintendent, | Nashville, Tenn. |

| *Directors.* | *Residences.* |
|---|---|
| Norvin Green, | New York. |
| Thomas T. Eckert, | New York. |
| John T. Terry, | New York. |
| John Van Horne, | New York. |
| Augustus Schell, | New York. |
| Harrison Durkee, | New York. |
| Jay Gould, | New York. |
| Russell Sage, | New York. |
| Alonzo B. Cornell, | New York. |
| Sidney Dillon, | New York. |
| Cyrus W. Field, | New York. |
| George J. Gould, | New York. |
| John Pender, M. P., | London, England. |
| Henry Weaver, | London, England. |
| Percy R. Pyne, | New York. |
| Robert Lenox Kennedy, | New York. |

| | |
|---|---|
| Hugh J. Jewett, | New York. |
| J. Pierpont Morgan, | New York. |
| Frederick L. Ames, | Boston, Mass. |
| John Hay, | Cleveland, Ohio. |
| William D. Bishop, | New Haven, Conn. |
| C. P. Huntington, | New York. |
| George B. Roberts, | Philadelphia, Pa. |
| Frank Work, | New York. |
| Samuel Sloan, | New York. |
| Erastus Wiman, | New York. |
| John J. Astor, | New York. |
| Chauncey M. Depew, | New York. |
| James W. Clendenin, | New York. |
| C. C. Baldwin, | New York. |

## *CHARACTERISTICS OF LINE.

| | |
|---|---|
| Length of main line, | 144,025.88 miles. |
| Length of main line in Pennsylvania leased, owned, and controlled, | 8,363 miles. |
| Length of submarine cables, (entire line,) | 5,978 miles. |
| Length of submarine cables in Pennsylvania, about, | 3 miles. |
| Length of wire, (entire line,) | 440,443 miles. |
| Length of wire in Pennsylvania leased, owned, and controlled, | 35,635 miles. |
| Number of stations, (entire line,) | 13,139 |
| Number of stations in Pennsylvania, about, | 1,150 |
| Number of instruments in use, (entire line,) | 29,950 |
| Number of instruments in use in Pennsylvania: Have no record by States. | |
| Number of poles to the mile, | 20 to 40 |
| Number of persons employed in operating and maintaining the line: Have no record by sexes, | 21,828 |
| Number of persons employed in operating and maintaining line in Pennsylvania: Have no record by sexes, about, | 1,400 |
| Number of messages sent during the year, (entire line,) about, | 40,000,000 |
| Number of messages sent during the year in Pennsylvania: Have no record by States. | |
| Number of messages received (entire line:) Same as sent. | |
| Number of messages received in Pennsylvania: Have no record by States. | |
| Value of real estate owned by the company, exclusive of line, | $2,890,531 58 |
| Value of real estate owned by the company in Pennsylvania, | 32,688 61 |

*Inclusive of all leased lines.

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

| NUMBER OF MILES. | Rate for 10 words. | Each additional word. |
|---|---|---|
| For 100 miles or under,<br>For 100 miles and under 200 miles,<br>For 200 miles and under 300 miles,<br>For 300 miles and under 400 miles,<br>For 400 miles and under 500 miles, | 10 to 25 cents. | 1 to 2 cents. |

## EXPENSES.

Gross expenses of entire line, . . . . . $12,928,963 14

Gross expenses in Pennsylvania: Have no account by States.

## RECEIPTS.

Gross receipts of entire line, . . . . . $19,573,994 12

Gross receipts in Pennsylvania: Have no account by States.

## SUMMARY OF PAYMENTS FROM PROFITS OF THE YEAR.

| | | |
|---|---|---|
| For interest, | $426,247 | 30 |
| For dividends, | 5,599,125 | 43 |
| For taxes: $237,004 35, included in expenses above. | | |
| For surplus fund, | 619,658 | 25 |
| Total, | $6,645,030 | 98 |
| Total amount of surplus fund, | $5,193,137 | 81 |

## ASSETS.

| | | |
|---|---|---|
| Telegraph lines, stock in other telegraph companies merged in Western Union system, franchises, patents, &c., | $83,216,188 | 49 |
| Real estate, | 2,890,531 | 58 |
| Gold and Stock Telegraph Company's stock, | 1,564,716 | 87 |
| International Ocean Telegraph Company's stock, | 1,473,833 | 29 |
| American Speaking Telephone Company's stock, | 1,200,000 | 00 |
| Gold and Stock Telegraph Company of California stock, | 298,348 | 55 |
| Southern Bell Telephone Company's stock, | 218,400 | 00 |
| Philadelphia Local Telegraph Company's stock, | 300,000 | 00 |
| Central District Telegraph Company's stock, | 92,666 | 67 |
| Telephone and Telegraph Construction Company's stock, | 185,750 | 00 |
| Dominion Telegraph Company's stock, | 288,300 | 00 |
| Brooks' Underground Telegraph Company's stock, | 95,000 | 00 |
| Gold and stock Telegraph Company's bonds, | 65,300 | 00 |
| American District Telegraph Company's stock, | 107,531 | 00 |
| Bell Telephone Company of Philadelphia stock, | 250,000 | 00 |
| Sundry other stocks and securities, | 694,106 | 23 |
| Supplies and material on hand, | 341,606 | 78 |
| Cash on hand, loaned, or in hands of agents, | 2,493,699 | 85 |
| Sundry amounts receivable, | 981,144 | 02 |
| Sinking funds in hands of trustees, | 210,171 | 87 |
| | $96,967,295 | 20 |

## LIABILITIES.

| | | |
|---|---|---|
| Capital stock, | $80,000,000 | 00 |
| Funded debt, | 6,214,456 | 00 |
| Unfunded debt, | None. | |
| Sundry accounts payable, including dividend of January 15, 1884, | 2,681,551 | 39 |
| Stocks held through Gold and Stock Telegraph Company until 1931, without interest, | 2,878,150 | 00 |
| Surplus of income, | 5,193,137 | 81 |
| | $96,967,295 | 20 |

## STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of what was at that time the most important consolidations, since when its capital stock has been increased to $80,000,000 for acquisition of stocks of other telegraph companies and of other properties.

Date and per cent. of all cash dividends on stock of original and consolidated companies since July 1, 1866, as follows: July 16, 1866, January 21, 1867, July 20, 1867, July 20, 1868, January 20, 1869, July 20, 1869, January 20, 1870, July 15, 1874, October 15, 1874, January 15, 1875, April 15, 1875, July 15, 1875, October 15, 1875, January 15, 1876, 2 per cent. each; July 15, 1876, October 15, 1876, January 15, 1877, April 4, 1877, July 14, 1877, October 15, 1877, January 15, 1878, April 15, 1878, July 15, 1878, October 15, 1878, January 15, 1879, April 15, 1879, $1\frac{1}{2}$ per cent. each; July 15, 1879, October 15, 1879, $1\frac{3}{4}$ per cent. each; January 15, 1880, $2\frac{3}{4}$ per cent.; April 15, 1880, July 15, 1880, October 15, 1880, $1\frac{3}{4}$ per cent. each; January 15, 1881, April 15, 1881, July 15, 1881, October 15, 1881, January 16, 1882, April 15, 1882, July 15, 1882, October 16, 1882, January 15, 1883, $1\frac{1}{2}$ per cent. each; April 16, 1883, July 16, 1883, October 15, 1883, January 15, 1884, $1\frac{3}{4}$ per cent. each.

| | Amount. | |
|---|---|---|
| Amount paid in dividends, cash, | $5,599,125 | 43 |
| Paid to sinking fund, | 40,094 | 00 |
| Balance for the year or surplus, | 619,658 | 25 |
| Surplus at commencement of the year, | 4,573,479 | 56 |
| Total surplus, | 5,193,137 | 81 |

# TELEPHONE COMPANY REPORTS.

# TELEPHONE COMPANIES.

## *Central Pennsylvania Telephone and Supply.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| H. R. Rhoads, President, | Williamsport, Pa. |
| J. E. Wilkinson, Secretary and Treasurer, | Williamsport, Pa. |
| R. M. Bailey, General Manager, | Milton, Pa. |

General offices at Williamsport, Pa.

| *Directors.* | *Residences.* |
|---|---|
| H. R. Rhoads, | Williamsport, Pa. |
| R. M. Bailey, | Milton, Pa. |
| W. C. Ward, | Philadelphia, Pa. |
| Charles R. Truex, | Madison, N. J. |
| R. J. C. Walker, | Williamsport, Pa. |
| J. H. Boyer, | Williamsport, Pa. |
| C. H. Dougal, | Milton, Pa. |
| A. D. Hermance, | Williamsport, Pa. |
| S. S. Blair, | Tyrone, Pa. |
| J. Chester Wilson, | Philadelphia, Pa. |
| James McConkey, | Williamsport, Pa. |
| Robert P. Allen, | Williamsport, Pa. |
| C. La Rue Munson, | Williamsport, Pa. |
| J. Lewis Hough, | Williamsport, Pa. |
| James E. Wilkinson, | Williamsport, Pa. |

### CAPITAL STOCK.

| | | |
|---|---|---|
| Amount authorized by law, | $500,000 | 00 |
| Amount authorized by votes of company, | 500,000 | 00 |
| Amount subscribed, | 220,000 | 00 |
| Total amount now paid in, (common,) | 199,800 | 00 |
| Number of shares issued, 1,998 | | |
| Amount paid in on each share, | 100 | 00 |
| Par value of each share, | 100 | 00 |

## COST OF LINE AND EQUIPMENT.

| | |
|---|---|
| Total cost of construction and equipment, | $135,657 50 |

## CHARACTERISTICS OF LINE.

| | |
|---|---|
| Length of main line, | 1,210 miles. |
| Length of main line in Pennsylvania, | 1,210 miles. |
| Length of wire, (entire length,) | 1,210 miles. |
| Number of stations, (entire line,) | 1,264 |
| Number of stations in Pennsylvania, | 1,264 |
| Number of instruments in use, (entire line,) | 1,264 sets. |
| Number of instruments in use in Pennsylvania, | 1,264 sets. |
| Number of poles to the mile, | 25 |
| Number of persons employed in operating and maintaining line in Pennsylvania: Male, 25; female, 20; total, | 45 |

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Extra territorial, twenty-five cents for five minutes' conversation. Exchance communications, monthly rentals.

## EXPENSES.

| | |
|---|---|
| Gross expenses in Pennsylvania, | $36,392 88 |

## EARNINGS.

| | |
|---|---|
| Gross receipts in Pennsylvania, | $56,485 91 |

## SUMMARY OF PAYMENTS.

| | | |
|---|---|---|
| For construction of new lines, | $37,475 | 07 |
| For dividends, | 13,288 | 00 |
| For taxes, | 798 | 21 |

## GENERAL STATISTICS.

| | Williamsport and branches. | Lock Haven. | Renovo. | Driftwood. | Bellefonte. | Altoona and branches. | Huntingdon. | Lewistown. | Philipsburg and branches. | Clearfield and branches. | Milton. | Bloomsburg and branch. | Shamokin and branch. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date of establishment of principal central office, | May 30, 1878. | Mar. 15, 1880. | Sept. 17, 1881. | May 1, 1882. | June 10, 1879. | March 1, 1880. | April 1, 1881. | June 7, 1883. | Sept. 5, 1880. | July 8, 1881. | Dec. 1, 1880. | May 1, 1882. | Dec. 1 1880. |
| Estimated population of station, | 22,418 | 5,845 | 3,708 | 504 | 4,000 | 26,859 | 7,331 | 6,127 | 4,558 | 2,514 | 10,821 | 14,033 | 14,639 |
| Number of circuits carrying one subscriber, | 94 | 11 | 2 | .... | 14 | 37 | 9 | 13 | 35 | 14 | 25 | 34 | 21 |
| Number of circuits carrying two subscribers, | 94 | 8 | .... | ... | 18 | 28 | 24 | 21 | 13 | 12 | 4 | 5 | 10 |
| Number of circuits carrying over two subscribers, | 13 | 8 | 1 | 2 | 14 | 13 | 7 | 8 | 13 | 2 | 9 | 9 | 6 |
| Total number of circuits, | 201 | 27 | 3 | 2 | 46 | 78 | 40 | 42 | 61 | 28 | 38 | 48 | 37 |
| Miles of wire on poles, | 203 | 25 | 5 | 5 | 109 | 99 | 45 | 90 | 89 | 29 | 86 | 82 | 70 |
| Miles of wire on buildings, | .... | 5 | .... | ... | ... | ... | .. | ... | . | .... | .. | .... | ..... |
| Total miles of wire, | 203 | 30 | 5 | 5 | 109 | 99 | 45 | 90 | 89 | 29 | 86 | 82 | 70 |
| Number of branch offices, | 2 | ..... | ... | .... | .... | 2 | ... | .... | 2 | 1 | ..... | 1 | 1 |
| Number of trunk lines from central to branch office, | 3 | ..... | ..... | ... | ... | 3 | .... | .... | 2 | 1 | .... | 1 | 1 |
| Number of operators employed in central office, | 6 | 1 | 1 | 1 | 2 | 5 | 1 | 1 | 3 | 2 | 2 | 2 | 2 |
| Total number of employees, | 10 | 2 | 1 | 1 | 3 | 6 | 2 | 2 | 5 | 2 | 3 | 4 | 4 |
| Style of central office system and apparatus, | Jones and Williams. | Williams. | Gilliland. | Spring Jack. | Williams. | West'rn Electric and Williams. | Williams. | Williams. | West'rn Electric and Williams. | Williams. | Williams. | Williams. | Williams. |
| Number of subscribers to exchange, | 337 | 54 | 5 | 12 | 124 | 157 | 95 | 100 | 113 | 45 | 74 | 83 | 65 |
| For telephone and transmitter, per month, residence | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 | $3 00 |
| For telephone and transmitter, per month, business place, | $4 & 5 | $4 00 | $3 00 | $3 00 | $4 00 | $4 00 | $4 00 | $4 00 | $4 00 | $4 00 | $4 00 | $4 00 | $4 00 |

**ASSETS.**

| | | |
|---|---|---|
| Construction and equipment, | $139,957 | 44 |
| Supplies on hand, | 856 | 48 |
| Cash, | 4,752 | 45 |
| Bonus, | 500 | 00 |
| Dividends paid, | 13,288 | 00 |
| Stock of other companies, | 250 | 00 |
| Perpetual license, | 70,000 | 00 |
| Furniture, | 1,075 | 05 |
| Due from exchange account, | 2,145 | 76 |
| Due from sundry persons, | 1,292 | 25 |
| Bills receivable, | 390 | 18 |
| | $234,507 | 61 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock issued, | $199,800 | 00 |
| Stock sale, not full paid and unissued, | 6,950 | 00 |
| Ticket account, | 1,406 | 40 |
| Earnings, (balance last year,) | 5,053 | 14 |
| Due to sundry persons, | 1,205 | 04 |
| Earnings, twelve months ending December 31, $19,547 93 | | |
| Earnings, advance of December 31, 545 10 | | |
| | 20,093 | 03 |
| | $234,507 | 61 |

**STOCK AND DIVIDENDS.**

Date and per cent. of all cash dividends on stock of original and consolidated companies: $5,500, April 10, 1883, on $110,000, original stock at five per cent; $7,788, October 13, 1883, on $129,800, original stock at six per cent.

Amount paid in dividends, . . . . . $13,288 00

## *Delaware and Atlantic.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| James Merrihew, President, | New York. |
| D. H. Bates, Vice President, | New York. |
| S. S. Garwood, Secretary, | Philadelphia. |
| A. A. Ziegler, Treasurer, | Philadelphia. |
| W. B. Gill, General Superintendent, | Philadelphia. |

| *Directors.* | *Residences.* |
|---|---|
| James Merrihew, | New York. |
| Henry Bentley, | Philadelphia. |
| D. H. Bates, | New York. |
| W. B. Gill, | Philadelphia. |
| S. W. Plush, | Philadelphia. |
| S. S. Garwood, | Philadelphia. |
| John E. Zeublin, | Philadelphia. |

## GENERAL STATISTICS.

| | Phœnixville. | Conshohocken. | Pottstown. | Norristown. | Media. | West Chester. | Darby. | Chester. | Coatesville. | Bristol. |
|---|---|---|---|---|---|---|---|---|---|---|
| Date of establishment, | Sep.'83 | Sep.'83 | Sep.'81 | Aug. 83 | Nov.'81 | Nov. '83 | Oct. '83 | Oct. '79 | Jan.'83 | Sep.'83 |
| Estimated population of station, | 7,500 | 5,300 | 10,000 | 15,000 | 2,000 | 7,500 | 1,800 | 25,000 | 3,000 | 600 |
| Number of circuits carrying one subscriber, | 5 | 11 | 26 | 47 | 5 | 50 | 3 | 90 | 8 | 11 |
| Number of circuits carrying two subscribers, | . . . . | . . . . | 3 | . . | 1 | . . . . . | . . . . | 8 | . . . . | . . . . |
| Number of circuits carrying over two subscribers, | . . . | . . . . | 6 | . . . | . . | . . . . . | . . . | 4 | . . . | . . . . |
| Total number of circuits, | 5 | 11 | 35 | 47 | 6 | 50 | 3 | 102 | 8 | 11 |
| Miles of wire on poles, | 2 | 4 | 33 | 22 | 1½ | 20 | 1 | 141 | 4 | 3 |
| Miles of wire on buildings, | . . . | 1 | 2 | 5 | 2 | 2 | . . . . | 8 | . . . | 1 |
| Total miles of wire, | 2 | 5 | 35 | 27 | 3½ | 22 | 1 | 149 | 4 | 4 |
| Number of branch offices, | . . . | . . . . | 2 | . . . . | . . . | . . . . . | . . . . | 11 | . . . . | . . . . |
| Number of conversations between subscribers per month, estimated, | 75 | 75 | 125 | 125 | 90 | 125 | 90 | 150 | 75 | 75 |
| Number of operators employed in central office, | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 3 | 1 | 1 |
| Total number of employés, | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 3 | 1 | 1 |
| Style of central office system and apparatus, | Special | Special | Special | Williams' | Special | Western Electric | Special | Western Electric | Special | Special |
| Number of subscribers to exchange, | 5 | 13 | 45 | 36 | 7 | 50 | 3 | 118 | 8 | 11 |
| For telephone and transmitter, per month, residence, | $3 00 | $3 00 | $3 33 | $3 00 | $3 00 | $3 00 | $3 33 | $3 00 | $3 00 | $3 00 |
| For telephone and transmitter, per month, business place, | 4 00 | 4 00 | 4 17 | 4 00 | 5 50 | 4 00 | 4 33 | 5 50 | 4 33 | 4 00 |

**ASSETS.**

| | | |
|---|---|---|
| Construction, | $23,634 | 26 |
| Maintenance expenses, | 4,176 | 95 |
| Cash, | 5,319 | 88 |
| | $33,131 | 09 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital, | $10,000 | 00 |
| Due individuals and corporations, | 13,634 | 26 |
| Exchange rentals, | 9,496 | 83 |
| | $33,131 | 09 |

| | Amount. | |
|---|---|---|
| Balance for the year, | $5,319 | 88 |
| Total balance, | 5,319 | 88 |
| Balance invested as follows: | | |
| Cash, | 5,319 | 88 |

## *New York and Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Charles F. Cutler, President, | New York. |
| H. L. Storke, Vice President, | Auburn, N. Y. |
| Joel C. Clark, Secretary and Treasurer, | South Framingham, Mass. |
| W. N. Eastabrook, General Manager, | Elmira, N. Y. |
| J. W. Stearns, General Agent, | Warren, Pa. |

General offices at 195 Broadway, New York.

| *Directors.* | *Residences.* |
|---|---|
| Charles F. Cutler, | New York. |
| H. L. Storke, | Auburn, N. Y. |
| Joel C. Clark, | South Framingham, Mass. |
| W. N. Eastabrook, | Elmira, N. Y. |
| F. E. Fitch, | Elmira, N. Y. |
| F. A. Newell, | Bradford, Pa. |
| T. B. Perry, | Brooklyn, N. Y. |

**CAPITAL STOCK.**

| | | |
|---|---|---|
| Amount authorized by law, | $1,000,000 | 00 |
| Amount authorized by votes of company, | 1,000,000 | 00 |
| Amount subscribed, | 1,000,000 | 00 |
| Total amount now paid in, | 1,000,000 | 00 |
| Number of shares issued, 10,000 | | |
| Amount paid in on each share, (part in property, part in cash,) | 100 | 00 |
| Par value of each share, | 100 | 00 |

## GENERAL STATISTICS.

| | Bradford Ex. | Corry Ex. | Towanda Ex. | Troy Ex. | Warren Ex. | Westfield Ex. |
|---|---|---|---|---|---|---|
| Date of establishment, | 1880 | 1879 | 1882 | 1882 | 1880 | 1883 |
| Estimated population of station, | 18,000 | 8,000 | 5,000 | . . . . . | 5,000 | 4,000 |
| Number of circuits carrying one subscriber, | 103 | 16 | 39 | 5 | 59 | 6 |
| Number of circuits carrying two subscribers, | 57 | 10 | 3 | 1 | 32 | 1 |
| Number of circuits carrying over two subscribers, | 15 | 3 | 5 | . . . . . | 6 | . . . . . |
| Total number of circuits, | 175 | 29 | 47 | 6 | 97 | 7 |
| Miles of wire on poles, | 225 | 20 | 17½ | 10 | 129 | 3 |
| Miles of wire on buildings, | 5 | . . . . . | ½ | . . . . . | . . . . . | ½ |
| Total miles of wire, | 230 | 20 | 18 | 10 | 129 | 3½ |
| Number of branch offices, | 1 | . . . . . | . . . . . | 1 | 2 | . . . . . |
| Number of trunk lines from central to branch office, | 1 | . . . . . | . . . . . | . . . . . | 1 | . . . . . |
| Number of operators employed in central office, | 6 | 3 | 2 | 2 | 5 | 1 |
| Total number of employés, | 10 | 3 | 2 | 2 | 8 | 3 |
| Style of central office system and apparatus, | Gilliland and W. Electric. | Gilliland | Western Electric. | W. Electric and Gilliland. | Western Electric. | Williams. |
| Number of subscribers to exchange, | 275 | 52 | 62 | 7 | 138 | 8 |
| For telephone and transmitter, per month, residence, | $4 17 | $3 00 | $3 00 | $3 00 | $2 50 and 3 00 | $3 00 to 3 50 |
| For telephone and transmitter, per month, business place, | 5 00 | 4 00 | 3 50 | 3 50 | 3 50 4 00 | 3 50 4 00 |

**ASSETS.**

| | | |
|---|---|---|
| Property account, | $539,810 | 00 |
| License account, | 350,000 | 00 |
| Construction account, | 109,226 | 30 |
| Cash, (deposits,) | 11,299 | 22 |
| Cash, (deposits bearing interest,) | 16,953 | 45 |
| Accounts receivable, | 2,192 | 81 |
| Balance due from exchanges, | 2,260 | 88 |
| | $1,031,742 | 66 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock, | $1,000,000 | 00 |
| Vouchers, audited and unpaid, | 11,356 | 20 |
| Toll-line receipts unearned, (coupon tickets sold to aid construction,) | 7,739 | 42 |
| Surplus, available for dividend, | 12,647 | 04 |
| | $1,031,742 | 66 |

**PROFIT AND LOSS ACCOUNT.**

REVENUE.

| | | | |
|---|---|---|---|
| Exchange earnings, | | $68,194 | 35 |
| Private line rentals, | | 4,926 | 22 |
| Toll-line earnings, | | 14,903 | 12 |
| Western Union commissions, | | 730 | 36 |
| Sales and special work, | | 1,296 | 00 |
| Interest on loans, | | 3,169 | 72 |
| Gross revenue, | | $93,219 | 77 |
| EXPENSE. | | | |
| Expense and maintenance, | $48,512 43 | | |
| General expense, | 2,810 30 | | |
| Total expenses, | | $51,322 | 73 |
| Net earnings, | | $41,897 | 04 |
| Dividend, 1½ per cent., paid April 10, 1883, | $9,750 00 | | |
| Dividend, 1½ per cent., paid July 10, 1883, | 9,750 00 | | |
| Dividend, 1½ per cent., paid October 10, 1883, | 9,750 00 | | |
| | | 29,250 | 00 |
| Balance to credit of surplus account, available for dividends, | | $12,647 | 04 |

## *Pennsylvania.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Hon. Francis Jordan, President, | Harrisburg, Pa. |
| A. R. Shellenberger, Vice President, | Harrisburg, Pa. |
| Martin H. Buehler, Secretary and Treasurer, | Harrisburg, Pa. |
| William Ker, General Manager, | Harrisburg, Pa. |

General offices at Harrisburg, Pa

| *Directors.* | *Residences.* |
|---|---|
| Hon. Francis Jordan, | Harrisburg, Pa. |
| A. R. Shellenberger, | Harrisburg, Pa. |
| Charles James Bell, | Washington, D. C. |
| John L. Wilson, | Easton, Pa. |
| Michael Schall, | York, Pa. |
| Charles R. Truex, | Madison, N. J. |
| O. E. Madden, | Boston, Mass. |

## CAPITAL STOCK.

| | | |
|---|---|---|
| Amount authorized by law, | $600,000 | 00 |
| Amount authorized by votes of company, | 600,000 | 00 |
| Total amount now paid in, common, | 600,000 | 00 |
| Number of shares issued, 10,000 | | |
| Amount paid in on each share: $50 on 9,701 and $48 on 299 shares. | | |
| Par value of each share, | 50 | 00 |

## GENERAL STATISTICS.

| | Harrisburg. | Carlisle. | Lancaster. | York. | Columbia. | Hanover. | Reading. | Pottsville. | Lebanon. | Allentown. | Bethlehem. | Easton. | Mauch Chunk. | Hackettstown. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date of establishment, | Jan. 20, 1880. | July, 1882. | 1879. | 1878. | Jan. 11, 1881. | May 11, 1881. | Oct. 1, 1879. | June, 1880. | July, 1880. | July 12, 1880. | March 4, 1880. | June 1, 1880. | April 25, 1881. | Dec. 31, 1883. |
| Estimated population of station, | 35,000 | 8,000 | 30,000 | 17,000 | 8,000 | 4,000 | 50,000 | 14,000 | 9,000 | 18,063 | 5,193 | 11,924 | 3 752 | 3,000 |
| Number of circuits carrying one subscriber | 58 | 16 | 29 | 8 | 10 | 3 | 100 | 16 | 9 | 26 | 30 | 69 | 18 | 11 |
| Number of circuits carrying two subscribers, | 34 | 9 | 28 | 34 | 9 | 2 | 93 | 11 | 12 | 28 | 15 | 44 | 7 | 1 |
| Number of circuits carrying over two subscribers, | 24 | 3 | 38 | 15 | 7 | .... | 51 | 34 | 8 | 32 | 13 | 8 | 2 | 1 |
| Total number of circuits, | 116 | 28 | 95 | 57 | 26 | 5 | 244 | 61 | 29 | 86 | 58 | 121 | 27 | 13 |
| Miles of wire on poles, | 120 | 40½ | 153 | 130 | 61 | 3 | 518 | 333 | 94 | 70 | 45 | 47 | 38 | 6 |
| Miles of wire on buildings, | 20 | 1¼ | 3 | 5 | .. | .... | 8 | 2 | 2 | 30 | 5 | 50 | 2 | 2 |
| Total miles of wire, | 140 | 41½ | 156 | 135 | 61 | 3 | 526 | 335 | 96 | 100 | 50 | 97 | 40 | 8 |
| Number of branch offices, | 1 | ..... | 1 | ..... | .... | ..... | ..... | 3 | 1 | 1 | ..... | 1 | ..... | .... |
| Number of trunk lines from central to branch office, | 1 | .... | 1 | .... | .... | ..... | ..... | 3 | 2 | 1 | ..... | 1 | ..... | ..... |
| Number of conversations between subscribers per month, estimated, | 14,360 | 3,640 | 20,271 | 11,918 | 5,500 | 280 | 93,000 | 18,600 | 9,300 | 20,837 | 10,868 | 18,293 | 3,515 | ..... |
| Number of operators employed in central office, | 4 | 1 | 3 | 3 | 2 | 1 | 9 | 5 | 2 | 5 | 2 | 5 | 2 | 1 |
| Total number of employees, | 7 | 2 | 7 | 4 | 2 | 1 | 14 | 6 | 3 | 9 | 3 | 7 | 2 | 1 |
| Style of central office system & apparatus, | C. Williams, Jr | C. Williams, Jr | C. Williams, Jr | C. Williams, Jr | C. Williams, Jr | C. Williams, Jr | Gilliland. | Gilliland. | Davis & Watts. | Gilliland | Gilliland. | Williams. | Gilliland. | Williams. |
| Number of subscribers to exchange, | 204 | 45 | 160 | 92 | 50 | 6 | 437 | 170 | 67 | 190 | 95 | 182 | 35 | 16 |
| For telephone and transmitter, per month, residence, | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 | $3 33 |
| For telephone and transmitter, per month, business place, | 4 00 | 4 00 | 4 00 | 4 00 | 4 00 | 4 00 | 4 17 | 4 17 | 4 17 | 4 17 | 4 17 | 4 17 | 4 17 | 4 17 |

**ASSETS.**

| | | |
|---|---|---|
| Plant, cost, | $369,901 | 61 |
| Perpetual franchise from American Bell Telephone Company, cost, | 210,000 | 00 |
| Material on hand at Harrisburg office and branches, | 7,235 | 00 |
| Office furniture, | 1,143 | 67 |
| Outstanding rentals, | 2,606 | 63 |
| Cash on hand at Harrisburg office and branches, | 839 | 01 |
| | $591,725 | 92 |

**LIABILITIES.**

| | | |
|---|---|---|
| Capital stock issued, | $561,962 | 00 |
| Rentals paid and unearned at 31st December, 1883, | 1,666 | 06 |
| Bills payable, | 17,252 | 03 |
| Amounts of dividend declared and unpaid, | 6,888 | 40 |
| Undivided profits, | 3,957 | 43 |
| | $591,725 | 92 |

**STOCK AND DIVIDENDS.**

Date and per cent. of all cash dividends on stock of original and consolidated companies: April 10, 1883, 2 per cent.; July 10, 1883, 2 per cent.; October 10, 1883, 2 per cent. and extra dividend of 2 per cent.

Amount paid in dividends, cash, . . . . . $25,980 00

## *Williamsport and North Branch.*

*Year ending December 31, 1883.*

| *Officers.* | *Residences.* |
|---|---|
| Samuel Bryan, President, | Hughesville, Pa. |
| W. H. Warn, Secretary, | Hughesville, Pa. |
| Peter Reeder, Treasurer, | Hughesville, Pa. |

| *Directors.* | *Residences.* |
|---|---|
| William Frontz, | Hughesville, Pa. |
| Jeremiah Kelly, | Hughesville, Pa. |
| J. K. Rishel, | Hughesville, Pa. |
| Howard Lyon, | Hughesville, Pa. |
| James K. Boak, | Hughesville, Pa. |
| J. H. Fague, | Hughesville, Pa. |

**CAPITAL STOCK.**

| | | | |
|---|---|---|---|
| Amount authorized by law, | | $3,000 | 00 |
| Amount authorized by votes of company, | | 1,600 | 00 |
| Amount subscribed, | | 1,475 | 00 |
| Total amount now paid in, (common,) | | 1,475 | 00 |
| Number of shares issued, | 59 | | |
| Amount paid in on each share, | | 25 | 00 |
| Par value of each share, | | 25 | 00 |

### COST OF LINE AND EQUIPMENT.

| | |
|---|---|
| Construction, | $1,475 00 |

### CHARACTERISTICS OF LINE.

| | |
|---|---|
| Length of main line, from Hughesville, Pa., to Laporte, Pa., | 22 miles. |
| Length of main line in Pennsylvania, | 22 miles. |
| Length of wire, (entire line,) | 22 miles. |
| Length of wire in Pennsylvania, | 22 miles. |
| Number of stations, (entire line,) | 5 |
| Number of stations in Pennsylvania, | 5 |
| Number of instruments in use, (entire line,) | 6 |
| Number of instruments in use in Pennsylvania, | 6 |
| Number of poles to the mile, about | 28 |

### SUMMARY OF PAYMENTS.

| | |
|---|---|
| For construction of new lines, | $1,475 00 |

### STOCK AND DIVIDENDS.

The lines of this company are leased to the Williamsport and North Branch Railroad Company, which pays a dividend of eight per cent. per annum as rental. The first dividend was paid November 1, 1883, at the rate of eight per cent. from the time the subscriptions to stock were paid in.

| | |
|---|---|
| Amount paid in dividends, (cash,) | $65 68 |

This company does no business whatever except the construction of its lines, which are leased to the Williamsport and North Branch Railroad Company.

DETAILED STATEMENTS

OF THE

# EARNINGS AND EXPENSES

OF ELEVEN PRINCIPAL RAILROADS.

# *Allegheny Valley.*

## EARNINGS FOR THE YEAR—From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. |
| November, 1882, | 1,572 | 207,504 | $5,062 28 | 77,069 | 1,103,043 | $34,277 63 | 78.641 | 1,310,547 | $29,339 91 |
| December, 1882, | 1,619 | 213,708 | 5 128 27 | 82,738 | 1.226,442 | 35,424 71 | 84,357 | 1,440,150 | 40,552 98 |
| January, 1883, | 1,287 | 169,884 | 4,425 18 | 73,434 | 1,056,427 | 30,416 52 | 74,721 | 1,226,311 | 34,841 70 |
| February, 1883, | 1,557 | 158,004 | 3.854 88 | 70,252 | 976,488 | 29,426 95 | 71 809 | 1,134.492 | 33,281 83 |
| March, 1883, | 1,198 | 158,136 | 4,012 83 | 76.118 | 1,256.586 | 34,681 91 | 77,316 | 1,414,722 | 38 694 74 |
| April, 1883, | 1,942 | 256,344 | 6 363 27 | 94,372 | 1,542 099 | 46,354 82 | 96 314 | 1,798.443 | 52,718 09 |
| May, 1883, | 1,632 | 202,704 | 5,204 07 | 87,614 | 1,255.592 | 38,290 29 | 89,246 | 1,458,296 | 43,494 36 |
| June, 1883, | 1,548 | 204,336 | 5.264 10 | 90,783 | 1,342,346 | 39,174 02 | 92,331 | 1,546,682 | 44,438 12 |
| July, 1883, | 3,400 | 448,800 | 7,160 43 | 105.807 | 1,670,532 | 43 407 51 | 109,207 | 2,119,332 | 50,567 94 |
| August, 1883, | 3,612 | 476,784 | 8,835 76 | 102,725 | 1,582,247 | 44,441 60 | 106 337 | 2 059,031 | 53,277 36 |
| September, 1883, | 1,805 | 238,260 | 5,444 73 | 101.072 | 1,586,535 | 44,547 02 | 102,877 | 1,824,795 | 49,991 75 |
| October, 1883, | 1,652 | 218,054 | 5,108 99 | 92,141 | 1,615,569 | 41,791 10 | 93,793 | 1,833,623 | 46,900 09 |
| Totals, | 22,824 | 2,952,518 | $65,864 79 | 1,054,125 | 16 213,906 | $462,234 08 | 1,076,949 | 19,166,424 | $528,098 87 |

### The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, 2.231 cents; for first-class way passengers, 2.851 cents.

## From Transportation of Freight.

| Months. | Through Freight. | | | Local Freight. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| November, 1882, | 12,335 | $12,374 74 | 1,628,336 | 241,710 | $161,824 51 | 14,536,516 | 354,045 | $174,199 25 | 16 164,852 |
| December, 1882, | 8,525 | 8,472 37 | 1,125,335 | 295,202 | 124,900 51 | 11,342,642 | 303,727 | 133,372 88 | 12,467,977 |
| January, 1883, | 8,418 | 9,555 07 | 1,111,295 | 295 876 | 140.048 53 | 11,802,072 | 304,294 | 149,603 60 | 12,913,367 |
| February, 1883, | 6,548 | 7.442 57 | 864,311 | 249,105 | 111,613 32 | 9,414,593 | 255,653 | 119.055 89 | 10,278,904 |
| March, 1883, | 7,158 | 8.010 16 | 944,843 | 321,778 | 149.082 59 | 12,881,452 | 328,936 | 157,092 75 | 13,826.295 |
| April, 1883, | 8,388 | 8 611 10 | 1,107,162 | 281,033 | 132,965 94 | 11.383,028 | 289,421 | 141,577 04 | 12,490,190 |
| May, 1883, | 13 050 | 11 808 90 | 1,722,515 | 296,313 | 131,325 63 | 12 199,560 | 309,363 | 143,134 53 | 13,922,075 |
| June, 1883, | 15,123 | 12.746 02 | 1,996,306 | 289,508 | 128,888 17 | 11.714,560 | 304,631 | 141,634 19 | 13,710 866 |
| July, 1883, | 13,649 | 10,410 94 | 1,801,797 | 240,960 | 106,731 10 | 9,760 516 | 254,609 | 117,142 04 | 11 562,313 |
| August, 1883, | 14,722 | 13,512 58 | 1,943,339 | 310,859 | 140,444 79 | 13,113,079 | 325,581 | 153 957 37 | 15,056 418 |
| September, 1883, | 17,173 | 15.350 06 | 2,266.865 | 266,406 | 124 522 11 | 10,893,513 | 283,579 | 139,872 17 | 13 160.378 |
| October, 1883, | 18,939 | 17,594 49 | 2,499,923 | 250,236 | 126,780 12 | 10,745,206 | 269,175 | 144,374 61 | 13,245 129 |
| Totals, | 141,028 | $135,889 00 | 19,012,027 | 3,438,986 | $1,579,127 32 | 139,786,737 | 3,583,014 | $1,715,016 32 | 158,798,764 |

**From all other Sources.**

| MONTHS. | Mails. | Express. | Miscellaneous. | Total. |
|---|---|---|---|---|
| November, 1882, | $1,994 75 | $1,867 68 | $1,316 75 | $5,179 18 |
| December, 1882, | 1,994 75 | 2,167 25 | 1,558 81 | 5,720 81 |
| January, 1883, | 1,994 74 | 1,654 25 | 2,153 23 | 5,802 22 |
| February, 1883, | 1,994 75 | 1,406 23 | 1,062 63 | 4,463 61 |
| March, 1883, | 1,994 75 | 1,481 57 | 1,826 59 | 5,302 91 |
| April, 1883, | 1,994 74 | 1,686 10 | 1,805 47 | 5,486 31 |
| May, 1883, | 1,994 75 | 2,025 80 | 1,147 69 | 5,168 24 |
| June, 1883, | 1,994 75 | 2,518 82 | 1,126 32 | 5,639 89 |
| July, 1883, | 1,994 74 | 1,626 24 | 2,024 72 | 5,645 70 |
| August, 1883, | 1,994 75 | 1,771 98 | 1,166 38 | 4,933 11 |
| September, 1883, | 1,994 75 | 1,754 70 | 1,438 07 | 5,187 52 |
| October, 1883, | 1,994 74 | 1,767 29 | 1,962 46 | 5,724 49 |
| Total, | $23,936 96 | $21,727 91 | $18,589 12 | $64,253 99 |

RECAPITULATION.

| | |
|---|---|
| Total passenger earnings for the year, | $528,098 87 |
| Total freight earnings for the year, | 1,715,016 32 |
| Total earnings from all other sources, | 64,253 99 |
| Total earnings for the year, | $2,307,369 18 |
| Total receipts from all sources on whole length of line, | $2,307,369 18 |
| Proportion of earnings in Pennsylvania to earnings of whole line, | 2,307,369 18 |

## EXPENDITURES FOR OPERATING DURING THE YEAR.

| Conducting Transportation. | PASSENGER. | FREIGHT. | TOTAL. |
|---|---|---|---|
| Advertising, | $2,642 04 | $7 25 | $2,649 29 |
| Agents, | 12,343 80 | 18,070 57 | 30,414 37 |
| Baggage-masters, | 10,618 70 | | 10,618 70 |
| Brakemen, | 9,292 48 | 71,327 09 | 80,619 57 |
| Cars, cleaning, | 8,897 88 | 8,931 33 | 17,829 21 |
| Clerks, | 7,906 14 | 27,071 93 | 34,978 07 |
| Conductors and train agents, | 13,976 90 | 33,236 01 | 47,212 91 |
| Dispatchers, | 3,333 96 | 7,063 03 | 10,386 99 |
| Expenses of stations, except labor, | 3,532 42 | 2,667 92 | 6,200 34 |
| Heating cars, fuel and light, | 3,294 19 | 941 52 | 4,235 71 |
| Heating stations, fuel and light, | 2,282 48 | 1,986 87 | 4,269 35 |
| Incidentals, | 4,774 63 | 6,603 33 | 11,377 96 |
| Insurance, | 61 56 | 347 64 | 409 20 |
| Labor at stations, | | 9,898 29 | 9,898 29 |
| Loss and damage, | 6 90 | 1,530 79 | 1,537 69 |
| Mail expenses, | 573 46 | | 573 46 |
| Stationery and printing, | 5,547 26 | 7,766 70 | 13,313 96 |
| Stations, repairs of and furniture for, | 5,833 43 | 6,475 32 | 12,308 75 |
| Superintendents, | 3,469 99 | 7,196 44 | 10,666 43 |
| Switchmen, | 774 68 | 326 69 | 1,101 37 |
| Telegraph expenses, | 9,594 03 | 20,428 46 | 30,022 49 |
| Watchmen, | 3,224 09 | 7,373 93 | 10,598 02 |
| Cars, oil, tallow, and waste for, | 701 34 | 5,168 03 | 5,869 37 |
| Totals, | $112,682 36 | $244,409 14 | $357,091 50 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Motive Power.** | | | | | | |
| Enginemen and firemen, passenger, | $23,049 | 58 | . . . | . | $23,049 | 58 |
| Enginemen and firemen, freight, . | . . . . . | . . | $62,497 | 06 | 62,497 | 06 |
| Engine-houses and machine shop, &c., repairs of, . . . . . | 3,146 | 70 | 8,507 | 73 | 11,654 | 43 |
| Fuel for heating, . . . . . | 57 | 73 | 156 | 10 | 213 | 83 |
| Fuel for locomotives, . . . . . | 14,391 | 57 | 55,125 | 30 | 69,516 | 87 |
| Incidentals, . . . . . | 2,759 | 65 | 7,461 | 26 | 10,220 | 91 |
| Laborers, . . . . . | 5,942 | 79 | 16,067 | 54 | 22,010 | 33 |
| Locomotives, repairs of, . . . | 34,721 | 40 | 77,622 | 13 | 112,343 | 53 |
| Oil for locomotives, oil, tallow, and waste, . . . . . | 2,728 | 54 | 7,163 | 35 | 9,891 | 89 |
| Stationery and printing, . . . . . | 151 | 32 | 409 | 13 | 560 | 45 |
| Tools and machinery, repairs of, . . | 3,284 | 36 | 8,879 | 98 | 12,164 | 34 |
| Watchmen, . . . . . | 325 | 51 | 880 | 08 | 1,205 | 59 |
| Water, wood, and coal stations, expenses and repairs of, . . . . . | 1,947 | 99 | 5,266 | 78 | 7,214 | 77 |
| Totals, . . . . . | $92,507 | 14 | $250,036 | 44 | $342,543 | 58 |
| **Maintenance of Way.** | | | | | | |
| Ballast, . . . . . | $899 | 50 | $5,525 | 52 | $6,425 | 02 |
| Bridges, repairs of, . . . . . | 5,405 | 31 | 33,204 | 05 | 38,609 | 36 |
| Cars, repairs of, (in M. of W. service,) | 127 | 80 | 785 | 07 | 912 | 87 |
| Clerks, . . . . . | 417 | 48 | 2,564 | 50 | 2,981 | 98 |
| Cross-ties, . . . . . | 8,631 | 69 | 53,023 | 21 | 61,654 | 90 |
| Foremen, tool, and watch-houses, repairs of, . . . . . | 680 | 70 | 4,181 | 47 | 4,862 | 17 |
| Frogs and switches, . . . . . | 1,638 | 79 | 10,066 | 88 | 11,705 | 67 |
| Incidentals, . . . . . | 768 | 44 | 4,720 | 42 | 5,488 | 86 |
| Oil, tallow, waste, &c., . . . . . | 198 | 32 | 1,218 | 25 | 1,416 | 57 |
| Rails, iron, . . . . . | 1,233 | 09 | 7,574 | 69 | 8,807 | 78 |
| Rails, steel, . . . . . | 5,199 | 38 | 31,939 | 03 | 37,138 | 41 |
| Road-bed, repairs of, &c., labor and material, . . . . . | 5,016 | 80 | 30,817 | 47 | 35,834 | 27 |
| Snow and ice, removing, . . . . . | 557 | 79 | 3,426 | 39 | 3,984 | 18 |
| Spikes, . . . . . | 758 | 92 | 4,661 | 95 | 5,420 | 87 |
| Splices, . . . . . | 1,355 | 93 | 8,329 | 31 | 9,685 | 24 |
| Stationery and printing, . . . . | 13 | 57 | 83 | 33 | 96 | 90 |
| Superintendents and supervisors, . | 981 | 88 | 6,031 | 58 | 7,013 | 46 |
| Tools and repairs of tools, . . . . . | 655 | 81 | 4,028 | 55 | 4,684 | 36 |
| Track, repairing, . . . . . | 16,092 | 21 | 98,852 | 16 | 114,944 | 37 |
| Watchmen, . . . . . | 4,770 | 76 | 29,306 | 12 | 34,076 | 88 |
| Totals, . . . . . | $55,404 | 17 | $340,339 | 95 | $395,744 | 12 |
| **Maintenance of Cars.** | | | | | | |
| Car-shops and sheds, repairs of, . . | $87 | 30 | $426 | 19 | $513 | 49 |
| Cars, repairs of freight, . . . | . . . . . | . . | 126,875 | 57 | 126,875 | 57 |
| Cars, repairs of passenger, baggage, express, and postal, . . . . . | 33,352 | 76 | . . . . . | . . | 33,352 | 76 |
| Incidentals, . . . . . | 37 | 38 | 182 | 51 | 219 | 89 |
| Insurance, . . . . . | 350 | 20 | 1,608 | 80 | 1,959 | 00 |
| Laborers, . . . . . | 721 | 25 | 3,521 | 42 | 4,242 | 67 |
| Tools and repairs of tools, . . . . | 289 | 18 | 1,411 | 89 | 1,701 | 07 |
| Watchmen, . . . . . | 82 | 73 | 403 | 94 | 486 | 67 |
| Car service, . . . . . | . . . . . | | 40,175 | 11 | 40,175 | 11 |
| Car furniture and fixtures, . . . . | 1,567 | 96 | 827 | 99 | 2,395 | 95 |
| Totals, . . . . . | $36,488 | 76 | $175,433 | 42 | $211,922 | 18 |
| **General Expenses.** | | | | | | |
| Attendants, . . . . . | $450 | 84 | $2,769 | 48 | $3,220 | 32 |
| Clerks, . . . . . | 2,178 | 66 | 13,383 | 17 | 15,561 | 83 |
| Fuel and light, . . . . . | 70 | 27 | 431 | 65 | 501 | 92 |
| Incidentals and legal expenses, . . | 1,087 | 70 | 6,681 | 57 | 7,769 | 27 |
| Office expenses, repairs, and furniture | 115 | 72 | 710 | 82 | 826 | 54 |
| Salaries, president and other officers, | 1,680 | 00 | 10,320 | 00 | 12,000 | 00 |
| Stationery and blanks, . . . . . | 178 | 40 | 1,095 | 86 | 1,274 | 26 |
| Taxes on real estate, . . . . . | 1,534 | 62 | 9,426 | 95 | 10,961 | 57 |
| Taxes, State, . . . . . | 2,676 | 58 | 16,441 | 87 | 19,118 | 45 |
| Real estate, expenses of, . . . . . | 306 | 38 | 1,882 | 05 | 2,188 | 43 |
| Totals, . . . | $'0.279 | 17 | $63,143 | 42 | $73,422 | 59 |

**EARNINGS—Summary.**

| | | | | |
|---|---|---|---|---|
| Passenger transportation, local, | $462,234 08 | Total, | $528,098 | 87 |
| Passenger transportation, through, | 65,864 79 | | | |
| Freight transportation, local, | 1,579,127 32 | Total, | 1,715,016 | 32 |
| Freight transportation, through, | 135,889 00 | | | |
| Mail service, | | | 23,936 | 96 |
| Express service, | | | 21,727 | 91 |
| Miscellaneous, | | | 18,589 | 12 |
| Total, | | | $2,307,369 | 18 |

**OPERATING EXPENSES—Summary.**

| | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, | $112,682 | 36 | $244,409 | 14 | $357,091 | 50 |
| Motive power, | 92,507 | 14 | 250,036 | 44 | 342,543 | 58 |
| Maintenance of way, | 55,404 | 17 | 340,339 | 95 | 395,744 | 12 |
| Maintenance of cars, | 36,488 | 76 | 175,433 | 42 | 211,922 | 18 |
| General expenses, | 10,279 | 17 | 63,143 | 42 | 73,422 | 59 |
| Totals, | $307,361 | 60 | $1,073,362 | 37 | $1,380,723 | 97 |

| | | |
|---|---|---|
| Operating expenses, 59.84 per cent. of earnings. Net earnings, $926,645 21. | | |
| Earnings per mile of road operated, | $8,891 | 59 |
| Expenses per mile of road operated, | 5,320 | 71 |
| Net earnings, | $3,570 | 88 |

# *Cumberland Valley.*

## EARNINGS FOR THE YEAR—From Transportation of Passengers.

| MONTHS. | THROUGH. | | | LOCAL. | | | TOTAL. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. |
| January, 1883. | 2,621 | 197.614 | $3,336 91 | 28,731 | 524.264 | $15,492 44 | 31.352 | 721,878 | $18,829 35 |
| February, 1883, | 1,164 | 88,636 | 2,300 63 | 26,342 | 509,463 | 13,139 26 | 27.506 | 598.099 | 15,439 89 |
| March, 1883, | 1,167 | 88,718 | 3,901 55 | 33,277 | 652,476 | 16,581 76 | 34,444 | 741,194 | 20,483 31 |
| April, 1883, | 1.231 | 93.234 | 3,688 67 | 32,127 | 631 358 | 15,779 22 | 33 358 | 724.592 | 19.467 89 |
| May, 1883, | 1,421 | 107,814 | 4,459 15 | 33,654 | 682,584 | 17.291 02 | 35,075 | 790.398 | 21,759 17 |
| June, 1883, | 2.122 | 169.048 | 5,806 80 | 39,934 | 702,423 | 19.721 95 | 42,056 | 871.471 | 25,528 75 |
| July, 1883, | 1,925 | 146,350 | 4,801 67 | 63,523 | 1,231,560 | 23 047 31 | 65.448 | 1,377,910 | 27.848 98 |
| August, 1883, | 3,431 | 262 194 | 6,728 10 | 113,216 | 1,548,376 | 35,865 98 | 116,647 | 1,810,570 | 42.594 08 |
| September, 1883, | 1,923 | 146.782 | 4 834 89 | 45,879 | 913,054 | 21,407 75 | 47.802 | 1,059.836 | 26.242 64 |
| October, 1883, | 2,469 | 187.266 | 4.967 67 | 38,265 | 640.513 | 19,620 95 | 40,734 | 827,779 | 24.588 62 |
| November, 1883, | 1,745 | 132.050 | 3,684 80 | 33,771 | 675,134 | 16,467 87 | 35,516 | 807,184 | 20.152 67 |
| December, 1883, | 1,505 | 114,330 | 3 350 57 | 37,269 | 709,573 | 16,940 11 | 38.774 | 823,903 | 20,290 68 |
| Totals, | 22,724 | 1,734 036 | $51,861 41 | 525,988 | 9 420,778 | $231,355 62 | 548,712 | 11,154,814 | $283,217 03 |

**The Rate of Fare for Passengers Charged for the Respective Classes per Mile.**

For first-class through passengers, 3 cents; for first-class way passengers, 3 cents; for second-class through passengers, 2 cents.

## From Transportation of Freight.

| MONTHS. | THROUGH FREIGHT. | | | LOCAL FREIGHT. | | | TOTALS. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| January, 1883. | 5,755 | $3,273 68 | | 58.186 | $45,838 35 | | 63,941 | $49,112 03 | |
| February, 1883, | 7.718 | 4,038 90 | | 52 420 | 37,577 12 | | 60,138 | 41.616 02 | |
| March, 1882, | 11.184 | 6,935 65 | | 49,743 | 39,720 39 | | 60,927 | 46 656 04 | |
| April, 1883, | 8,550 | 5,331 02 | | 43.363 | 33.869 04 | | 51,913 | 39,200 06 | |
| May, 1883. | 8 242 | 5,552 78 | | 41,503 | 35,757 64 | | 49,745 | 41,310 42 | |
| June, 1883, | 10,058 | 6.392 14 | | 40,944 | 33,134 17 | | 51,002 | 39,526 31 | |
| July, 1883. | 9,881 | 6,252 53 | | 36,509 | 29,725 42 | | 46.390 | 35,977 95 | |
| August, 1883, | 9,729 | 7,153 50 | | 54.518 | 42,362 55 | | 64.247 | 49.516 05 | |
| September, 1883, | 11,441 | 8 129 14 | | 54.322 | 43.649 53 | | 65.763 | 51.778 67 | |
| October, 1883. | 13.827 | 9,974 67 | | 54.625 | 38 541 25 | | 68.452 | 48.515 92 | |
| November, 1883, | 14,683 | 10,228 02 | | 52,069 | 42 073 40 | | 66,752 | 52 301 42 | |
| December, 1883, | 12,884 | 8,275 59 | | 49 660 | 33,793 29 | | 62,544 | 42,068 88 | |
| Totals, | 123,952 | $81,537 62 | | 587,862 | $456,042 15 | | 711,814 | $537,579 77 | |

The above includes tonnage and revenue of branches.

**From all other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, . . | $878 | 38 | $1,203 | 39 | $334 | 21 | $2,415 | 98 |
| February, 1883, . | 878 | 38 | 1,170 | 50 | 458 | 35 | 2,507 | 23 |
| March, 1883, . . . | 878 | 38 | 1,353 | 70 | 796 | 01 | 3,028 | 09 |
| April, 1883, . . . | 878 | 38 | 1,297 | 02 | 263 | 77 | 2,439 | 17 |
| May, 1883, . . . . | 878 | 38 | 1,223 | 67 | 549 | 80 | 2,651 | 85 |
| June, 1883, . . . . | 878 | 38 | 1,247 | 86 | 800 | 84 | 2,927 | 08 |
| July, 1883, . . . . | 878 | 38 | 1,243 | 82 | 461 | 21 | 2,583 | 41 |
| August, 1883, . . | 878 | 38 | 1,601 | 49 | 383 | 54 | 2,863 | 41 |
| September, 1883, . | 878 | 38 | 1,662 | 98 | 800 | 38 | 3,341 | 74 |
| October, 1883, . . | 878 | 38 | 1,682 | 81 | 194 | 43 | 2,755 | 62 |
| November, 1883, . | 878 | 38 | 1,762 | 12 | 307 | 10 | 2,947 | 60 |
| December, 1883, . | 878 | 51 | 2,257 | 83 | 16,994 | 61 | 20,130 | 95 |
| Total, . . . . | $10,540 | 69 | $17,707 | 19 | $22,344 | 25 | $50,592 | 13 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, . . . . . | $283,217 | 03 |
| Total freight earnings for the year, . . . . . | 537,579 | 77 |
| Total earnings from all other sources, . . . . . | 50,592 | 13 |
| Total earnings for the year, . . . . . | $871,388 | 93 |
| Total receipts from all sources on whole length of line, . . . . . | $871,388 | 93 |
| Proportion of earnings in Pennsylvania to earnings of whole line, . | 690,140 | 03 |

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.**

| | | |
|---|---|---|
| Land or land damages, . . . . . | $5,562 | 45 |
| Total, . . . . . | $5,562 | 45 |
| Proportion for Pennsylvania, . . . . . | $4,562 | 45 |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| Conducting Transportation. | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Advertising, . . . . . | $3,447 | 93 | $1,460 | 61 | $4,908 | 54 |
| Agents, . . . . . | 7,501 | 78 | 23,733 | 85 | 31,235 | 63 |
| Baggage-masters, . . . . . | 2,847 | 40 | . . . | . . | 2,847 | 40 |
| Brakemen, . . . . . | 3,370 | 13 | 20,497 | 80 | 23,867 | 93 |
| Cars, cleaning, heating, and lighting, | 2,519 | 14 | 569 | 44 | 3,088 | 58 |
| Car service, . . . . . | . . . . . | | 1,679 | 87 | 1,679 | 87 |
| Clerks, . . . . . | 254 | 74 | 440 | 26 | 695 | 00 |
| Conductors, . . . . . | 6,131 | 95 | 5,206 | 79 | 11,338 | 74 |
| Dispatchers, . . . . . | 504 | 45 | 4,231 | 23 | 4,735 | 68 |
| Expenses of stations, except labor, | 2,235 | 54 | 1,611 | 93 | 3,847 | 47 |
| Incidentals, . . . . . | 1,827 | 07 | 1,039 | 96 | 2,867 | 03 |
| Insurance, . . . . . | 24 | 61 | 73 | 04 | 97 | 65 |
| Labor at stations, . . . . . | 3,079 | 51 | 4,899 | 92 | 7,979 | 43 |
| Loss and damage, . . . . . | 7 | 00 | 949 | 98 | 956 | 98 |
| Mail expenses, . . . . . | 586 | 43 | . . . . . | . . | 586 | 43 |
| Stationery and printing, . . . | 1,964 | 31 | 2,309 | 44 | 4,273 | 75 |
| Stations, repairs of and furniture for, | 2,168 | 06 | 14,276 | 69 | 16,444 | 75 |
| Superintendents, . . . . . | 1,198 | 77 | 2,069 | 83 | 3,268 | 60 |
| Switchmen, . . . . . | 192 | 00 | 332 | 02 | 524 | 02 |
| Telegraph expenses, . . . . . | 1,500 | 58 | 2,787 | 30 | 4,287 | 88 |
| Watchmen, . . . . . | 1,820 | 70 | 3,146 | 59 | 4,967 | 29 |
| Totals, . . . . . | $43,182 | 10 | $91,316 | 55 | $134,498 | 65 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Motive Power.** | | | | | | |
| Enginemen and firemen, passenger, | $12,680 | 93 | . . . . . | . . | $12,680 | 93 |
| Enginemen and firemen, freight, . | . . . . . | . . | $16,009 | 38 | 16,009 | 38 |
| Engine-houses and machine-shop, &c., repairs of, . . . . . | 830 | 98 | 830 | 93 | 1,661 | 96 |
| Fuel for heating, . . . . . | 468 | 25 | 455 | 64 | 923 | 89 |
| Fuel for locomotives, . . . . . | 14,494 | 35 | 21,173 | 18 | 35,667 | 53 |
| Incidentals, . . . . . | 2,877 | 30 | 50,229 | 56 | 53,106 | 86 |
| Laborers, . . . . . | 545 | 31 | 928 | 51 | 1,473 | 82 |
| Locomotives, repairs of, . . . . | 7,852 | 37 | 7,606 | 04 | 15,458 | 41 |
| Oil for locomotives, . . . . . | 743 | 25 | 1,030 | 13 | 1,773 | 38 |
| Tallow for locomotives, . . . . . | 371 | 62 | 515 | 07 | 886 | 69 |
| Tools and machinery, repairs of, . | 412 | 51 | 401 | 40 | 813 | 91 |
| Waste for locomotives, . . . . . | 371 | 63 | 515 | 07 | 886 | 70 |
| Watchmen, . . . . | 139 | 20 | 135 | 45 | 274 | 65 |
| Water, wood, and coal stations, expenses and repairs of, . . . . . | 1,517 | 71 | 2,159 | 46 | 3,677 | 17 |
| Totals, . . . . . | $43,305 | 41 | $101,989 | 87 | $145,295 | 28 |
| **Maintenance of Way.** | | | | | | |
| Ballast, . . . . . | $3,932 | 66 | $5,898 | 98 | $9,381 | 64 |
| Bridges, repairs of, . . . . . | 16,982 | 94 | 25,474 | 41 | 42,457 | 35 |
| Cars, repairs of, (in M. of W. service,) | 126 | 56 | 189 | 83 | 316 | 39 |
| Cross-ties, . . . . . | 10,863 | 18 | 16,294 | 76 | 27,157 | 94 |
| Foreman, tool, and watch-houses, repairs of, . . . . . | 145 | 13 | 217 | 69 | 362 | 82 |
| Frogs, . . . . . | 2,145 | 15 | 3,217 | 72 | 5,362 | 87 |
| Incidentals, . . . . . | 10,763 | 07 | 16,144 | 58 | 26,907 | 65 |
| Rails, iron, . . . . . | 5,871 | 93 | 8,807 | 89 | 14,679 | 82 |
| Rails, steel, . . . . . | 12,342 | 10 | 18,513 | 14 | 30,855 | 24 |
| Road-bed, repairs of, labor and material, . . . . . | 5,286 | 24 | 7,929 | 36 | 13,215 | 60 |
| Snow and ice, removing, . . . . . | 772 | 92 | 1,159 | 38 | 1,932 | 30 |
| Spikes, . . . . . | 3,021 | 26 | 4,531 | 88 | 7,553 | 14 |
| Splices, . . . . . | | | | | | |
| Stationery and printing, . . . . . | 40 | 12 | 60 | 19 | 100 | 31 |
| Switches, . . . . . | 5,005 | 34 | 7,508 | 02 | 12,513 | 36 |
| Telegraphs, repairs of, . . . . . | 58 | 38 | 87 | 58 | 145 | 96 |
| Tools and repairs of tools, . . . . . | 447 | 55 | 671 | 33 | 1,118 | 88 |
| Track, repairing, . . . . . | 8,405 | 32 | 12,607 | 96 | 21,013 | 28 |
| Watchmen, . . . . . | 673 | 48 | 1,010 | 22 | 1,683 | 70 |
| Totals, . . . . . | $86,883 | 33 | $130,324 | 92 | $217,208 | 25 |
| **Maintenance of Cars.** | | | | | | |
| Car-shops and sheds, repairs of, . . | $151 | 54 | $129 | 09 | $280 | 63 |
| Cars, repairs of freight, . . . . . | . . . . . | . . | 11,430 | 01 | 11,430 | 01 |
| Cars, repairs of passenger, baggage, express, and postal, . . . . . | 13,269 | 19 | . . . . . | . . | 13,269 | 19 |
| Incidentals, . . . . . | 3,288 | 17 | 18,817 | 00 | 22,105 | 17 |
| Laborers, . . . . . | 220 | 71 | 188 | 02 | 408 | 73 |
| Oil, tallow, waste, &c., . . . . | 1,050 | 14 | 3,000 | 60 | 4,050 | 74 |
| Tools and repairs of tools, . . . . | 326 | 94 | 278 | 50 | 605 | 44 |
| Totals, . . . . . | $18,306 | 69 | $33,843 | 22 | $52,149 | 91 |
| **General Expenses.** | | | | | | |
| Advertising, . . . . . | $3 | 77 | $2 | 18 | $5 | 95 |
| Clerks, . . . . . | 410 | 70 | 709 | 75 | 1,120 | 45 |
| Incidentals and legal expenses, . . | 2,887 | 00 | 4,926 | 63 | 7,813 | 63 |
| Salaries of president and other officers, . . . . . | 3,563 | 10 | 6,157 | 85 | 9,720 | 95 |
| Taxes on real estate, . . . . . | 809 | 40 | 1,396 | 04 | 2,205 | 44 |
| Totals, . . . . . | $7,673 | 97 | $13,192 | 45 | $20,866 | 42 |

**EARNINGS—Summary—Main Line.**

| | | |
|---|---|---|
| Passenger transportation, local and through, | $257,991 | 29 |
| Freight transportation, local and through, | 488,299 | 98 |
| Mail service, | 8,450 | 48 |
| Express service, | 15,976 | 87 |
| Miscellaneous, | 22,344 | 25 |
| Total, | $793,062 | 87 |

**OPERATING EXPENSES—Summary.**

| | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, | $43,182 | 10 | $91,316 | 55 | $134,498 | 65 |
| Motive power, | 43,305 | 41 | 101,989 | 87 | 145,295 | 28 |
| Maintenance of way, | 86,883 | 33 | 130,324 | 92 | 217,208 | 25 |
| Maintenance of cars, | 18,306 | 69 | 33,843 | 22 | 52,149 | 91 |
| General expenses, | 7,673 | 97 | 13,192 | 45 | 20,866 | 42 |
| Totals, | $199,351 | 50 | $370,667 | 01 | $570,018 | 51 |

| | | |
|---|---|---|
| Operating expenses, 71.87 per cent. of earnings. | | |
| Earnings per mile of road operated, main line, | $9,647 | 97 |
| Expenses per mile of road operated, | 6,719 | 81 |
| Net earnings, | $2,928 | 16 |

# *Delaware, Lackawanna and Western.*

## EARNINGS FOR THE YEAR--From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. |
| January, 1883, | 18,023 | 564,996 | $27,250 72 | 45 304 | 717,217 | $11,283 49 | 63,327 | 1 302,213 | $38,534 21 |
| February, 1883, | 16,246 | 672,947 | 16,392 25 | 41,221 | 617,725 | 15,428 78 | 57,467 | 1,290,672 | 31 821 03 |
| March, 1883, | 18 124 | 647,191 | 22,094 95 | 49,396 | 951 694 | 17 350 19 | 67,520 | 1,598,885 | 39,445 14 |
| April, 1883, | 19,686 | 850,230 | 22,999 02 | 43,855 | 793 634 | 17,159 12 | 63,541 | 1,643,864 | 40,158 14 |
| May, 1883, | 23,230 | 1,151,626 | 27,675 24 | 46,177 | 867,987 | 16 997 83 | 69,407 | 2,019,613 | 44 673 07 |
| June, 1863, | 27,654 | 1,652 600 | 37,927 90 | 46 417 | 944,924 | 17 039 27 | 74,071 | 2,597,524 | 54,967 17 |
| July, 1633, | 30,905 | 1 693 644 | 33,651 69 | 53,923 | 934 315 | 22,691 91 | 84 828 | 2,687,959 | 56,343 60 |
| August, 1883, | 36,254 | 1,781,340 | 45 721 02 | 59,795 | 1,313,029 | 24,670 73 | 96 049 | 3,094 369 | 70,591 75 |
| September, 1883, | 37 890 | 1,939,475 | 40,665 01 | 52,033 | 1,232 094 | 23 504 03 | 89,923 | 3,171,569 | 64 169 04 |
| October, 1863, | 34 567 | 1,915,092 | 40,761 74 | 68,437 | 1,437,338 | 23,125 07 | 103,004 | 3,402 430 | 63 886 81 |
| November, 1883, | 27,397 | 1,469 643 | 29,388 22 | 56 065 | 987,878 | 17,057 63 | 83,462 | 2 457,521 | 46,445 88 |
| December, 1883, | 25,970 | 1,252 049 | 30,357 46 | 60,835 | 1,014,442 | 18,991 32 | 86,805 | 2,266,491 | 49,348 78 |
| Totals, | 315,946 | 15,610,833 | $374 885 22 | 623,458 | 11,922,277 | $225,499 40 | 939,404 | 27,533,110 | $600,384 62 |

### The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, 2 cents; for first-class way passengers, 3 cents; for second-class through passengers, 2 cents; for second-class way passengers, 3 cents.

## From Transportation of Freight.

| Months. | Through Freight. | | | Local Freight. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| January, 1883, | 192,662 | $190,798 18 | 15,459,721 | 275 870 | $161,497 42 | 17,438,559 | 468,532 | $352,295 60 | 32 898,280 |
| February, 1883, | 189,934 | 185,600 71 | 15,586,170 | 253,817 | 142,142 22 | 15,574,091 | 443,751 | 327,742 93 | 31 160,261 |
| March, 1883, | 250,053 | 251 525 32 | 21,414,292 | 298,612 | 172 081 46 | 19,093 471 | 548 665 | 423,606 78 | 40,507,763 |
| April, 1883, | 230,742 | 225,114 33 | 20,190,450 | 323 373 | 192,753 75 | 21 501.315 | 554,115 | 417,868 08 | 41,691,765 |
| May, 1883, | 238 364 | 242,390 98 | 20,258 632 | 315,881 | 172,699 40 | 20 046,362 | 554,245 | 415,090 38 | 40,304,994 |
| June, 1883, | 240,939 | 251,712 82 | 20,652.379 | 339,789 | 190,183 94 | 21,421.492 | 580,728 | 441,896 76 | 42,073,871 |
| July, 1883. | 221,238 | 220,064 87 | 17,684,353 | 315,313 | 176 686 02 | 20,268 656 | 536,601 | 396 750 89 | 37,953,009 |
| August, 1883, | 283,572 | 285,061 84 | 22,882,493 | 444 116 | 255 702 85 | 29 072 274 | 727,688 | 540,764 69 | 51,954,767 |
| September, 1883, | 236,989 | 260,454 10 | 21,751,397 | 375,294 | 212 568 73 | 24 141,691 | 632 283 | 473,022 83 | 45,893 083 |
| October, 1883, | 333,409 | 284 966 14 | 24,560,400 | 429 833 | 243 444 08 | 28 003 354 | 763,242 | 528,410 22 | 52 563,754 |
| November, 1883, | 311,090 | 271 259 90 | 23 251,539 | 381 244 | 216,751 87 | 24,443,266 | 692,334 | 488.011 77 | 47,694,805 |
| December, 1883, | 231,884 | 205,744 25 | 18,400,520 | 302,624 | 176 011 08 | 19,580,244 | 534,508 | 381,755 33 | 37,980,764 |
| Totals, | 2,980,926 | $2,874,693 44 | 242,092,346 | 4,055,766 | $2,312,522 82 | 260,584,775 | 7,036,692 | $5,187,216 26 | 502,677,121 |

**From all other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, | $1,665 | 61 | $3,006 | 25 | $32,639 | 34 | $37,311 | 20 |
| February, 1883, | 1,665 | 61 | 2,706 | 53 | 36,512 | 39 | 40,884 | 53 |
| March, 1883, | 1,665 | 61 | 2,835 | 89 | 44,883 | 83 | 49,385 | 33 |
| April, 1883, | 1,665 | 61 | 3,011 | 53 | 47,033 | 90 | 51,711 | 04 |
| May, 1883, | 1,665 | 61 | 3,295 | 91 | 52,892 | 62 | 57,854 | 14 |
| June, 1883, | 1,665 | 61 | 3,273 | 97 | 54,973 | 73 | 59,913 | 31 |
| July, 1883, | 1,665 | 61 | 4,384 | 58 | 51,284 | 98 | 57,335 | 17 |
| August, 1883, | 1,665 | 61 | 2,938 | 10 | 62,830 | 16 | 67,433 | 87 |
| September, 1883, | 1,665 | 61 | 3,085 | 60 | 64,553 | 27 | 69,304 | 48 |
| October, 1883, | 1,665 | 61 | 3,109 | 73 | 71,129 | 34 | 75,904 | 68 |
| November, 1883, | 1,665 | 61 | 3,406 | 90 | 57,353 | 60 | 62,426 | 11 |
| December, 1883, | 1,665 | 61 | 3,206 | 32 | 42,831 | 47 | 47,703 | 40 |
| Totals, | $19,873 | 32 | $38,261 | 31 | $618,918 | 63 | $677,167 | 26 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, | $600,384 | 62 |
| Total freight earnings for the year, | 5,187,216 | 26 |
| Total earnings from all other sources, | 677,167 | 26 |
| Total earnings for the year, | $6,464,768 | 14 |
| Total receipts from all sources on whole length of line, | $6,464,768 | 14 |
| Proportion of earnings in Pennsylvania to earnings of whole line, | 6,464,768 | 14 |

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.**

| | | |
|---|---|---|
| Extension or alteration of road, | $307,155 | 45 |
| Land or land damages, | 4,485 | 75 |
| Passenger and freight houses, | 29,171 | 49 |
| New locomotives, number of, 5, | 51,558 | 14 |
| New passenger cars, number of, 5, | 34,170 | 00 |
| New baggage, mail, and express cars, number of, 3, | 7,000 | 00 |
| New freight cars, (8 wheel,) number of, 116, | 53,436 | 00 |
| New cars, roadway department, (4 wheel,) number of, 8, | 3,257 | 45 |
| New shops, (machine and car,) and engine-houses, | 157 | 50 |
| New machinery, | 911 | 41 |
| | $491,303 | 19 |
| Less equipment, torn down, | 98,150 | 00 |
| Total, | $393,153 | 19 |
| Proportion for Pennsylvania, | 393,153 | 19 |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| Conducting Transportation. | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Agents and clerks, | $7,649 | 21 | $61,889 | 14 | $69,538 | 35 |
| Car service, | 10,427 | 82 | 277,113 | 84 | 287,541 | 66 |
| Conductors and train agents, baggagemen and brakemen, | 32,335 | 68 | 350,313 | 38 | 382,649 | 06 |
| Incidentals, | 357 | 76 | 2,894 | 69 | 3,252 | 45 |
| Insurance, | 458 | 77 | 3,711 | 87 | 4,170 | 64 |
| Labor at stations, | | | 139,456 | 17 | 139,456 | 17 |
| Legal expenses, | 6,412 | 29 | | | 6,412 | 29 |
| Loss and damage, | 1,516 | 97 | 4,401 | 35 | 5,918 | 32 |
| Stationery and printing, | 609 | 75 | 4,933 | 48 | 5,543 | 23 |
| Stations, repairs of and furniture for, | 7,471 | 87 | 60,454 | 31 | 67,926 | 18 |
| Switchmen, porters, and watchmen, | 4,184 | 34 | 33,855 | 12 | 38,039 | 46 |
| Taxes, "State," | 19,306 | 56 | 132,391 | 56 | 151,698 | 12 |
| Wharves and landings, repairs of, | | | 12,713 | 07 | 12,713 | 07 |
| Totals, | $90,731 | 02 | 1,084,127 | 98 | $1,174,859 | 00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Motive Power.** | | | | | | |
| Enginemen and firemen, passenger, | $32,612 | 97 | . . . . . | . . | $32,612 | 97 |
| Enginemen and firemen, freight, | . . . . . | . . | $272,729 | 43 | 272,729 | 43 |
| Engine-houses and machine-shop, &c., repairs of, | 1,529 | 50 | 12,375 | 05 | 13,904 | 55 |
| Fuel for locomotives and heating purposes, | 57,643 | 27 | 445,462 | 56 | 503,105 | 83 |
| Incidentals, | 1,136 | 41 | 9,194 | 66 | 10,331 | 07 |
| Locomotives, repairs of, | 22,541 | 66 | 173,344 | 12 | 195,885 | 78 |
| Oil, tallow, and waste for locomotives, | 3,464 | 32 | 25,528 | 71 | 28,993 | 03 |
| Tools and machinery, repairs of, | 664 | 99 | 5,380 | 45 | 6,045 | 44 |
| Water, wood, and coal stations, expenses and repairs of, | 1,770 | 45 | 14,324 | 63 | 16,095 | 08 |
| Totals, | $121,363 | 57 | $958,339 | 61 | $1,079,703 | 18 |
| **Maintenance of Way.** | | | | | | |
| Bridges, repairs of, | $2,780 | 36 | $22,495 | 67 | $25,276 | 03 |
| Expenses on property, (stations,) | 806 | 62 | 6,526 | 28 | 7,332 | 90 |
| Incidentals, | 921 | 08 | 7,452 | 41 | 8,373 | 49 |
| Rails, steel, | 13,738 | 07 | 111,153 | 54 | 124,891 | 61 |
| Road-bed, repairs of, labor and material, | 44,548 | 46 | 360,437 | 59 | 404,986 | 05 |
| Superintendents and supervisors, | 774 | 40 | 6,265 | 60 | 7,040 | 00 |
| Taxes on real estate for road, | 580 | 13 | 4,693 | 83 | 5,273 | 96 |
| Telegraph, repairs of, | 20 | 68 | 167 | 36 | 188 | 04 |
| Totals, | $64,169 | 80 | $519,192 | 28 | $583,362 | 08 |
| **Maintenance of Cars.** | | | | | | |
| Cars, repairs of freight, | . . . . . | . . | $488,700 | 81 | $488,700 | 81 |
| Cars, repairs of passenger, baggage, express, and postal, | . . . . . | . . | 46,569 | 34 | 46,569 | 34 |
| Incidentals, | $2,272 | 83 | 18,389 | 32 | 20,662 | 15 |
| Oil, tallow, waste, &c., | 3,812 | 95 | 53,712 | 00 | 57,524 | 95 |
| Tools and repairs of tools, | 1,771 | 04 | 14,329 | 40 | 16,100 | 44 |
| Totals, | $7,856 | 82 | $621,700 | 87 | $629,557 | 69 |
| **General Expenses.** | | | | | | |
| Incidentals and legal expenses, | $748 | 31 | $6,054 | 53 | $6,802 | 84 |
| Salaries of president and other officers, | 3,708 | 82 | 30,007 | 75 | 33,716 | 57 |
| Stationery and blanks, | 1,809 | 19 | 14,638 | 06 | 16,447 | 25 |
| Totals, | $6,266 | 32 | $50,700 | 34 | $56,966 | 66 |

**EARNINGS--Summary.**

| | | | |
|---|---|---|---|
| Passenger transportation, local, | $225,499 40 | | |
| Passenger transportation, through, | 374,885 22 | Total, | $600,384 62 |
| Freight transportation, local, | 2,312,522 82 | | |
| Freight transportation, through, | 2,874,693 44 | Total, | 5,187,216 26 |
| Mail service, | | | 19,987 32 |
| Express service, | | | 38,261 31 |
| Miscellaneous, | | | 618,918 63 |
| Total, | | | $6,464,768 14 |

**OPERATING EXPENSES--Summary.**

| | Passenger. | | Freight. | | Tetal. | |
|---|---|---|---|---|---|---|
| Conducting transportation, . . . . | $90,731 | 02 | $1,084,127 | 98 | $1,174,859 | 00 |
| Motive power. . . . . | 121,363 | 57 | 958,339 | 61 | 1,079,703 | 18 |
| Maintenance of way, . . . . . | 64,169 | 80 | 519,192 | 28 | 583,362 | 08 |
| Maintenance of cars, . . . . . | 7,856 | 82 | 621,700 | 87 | 629,557 | 69 |
| General expenses, . . . . . | 6,266 | 32 | 50,700 | 34 | 56,966 | 66 |
| Totals, . . . . . | $290,387 | 53 | $3,234,061 | 08 | $3,524,448 | 61 |
| Operating expenses, 54.52 per cent. of earnings. | | | | | | |
| Earnings per mile of road operated, . . . . . | | | | | $30,797 | 84 |
| Expenses per mile of road operated, . . . . . | | | | | 16,790 | 28 |
| Net earnings, . . . . . | | | | | 2,940,319 | 53 |

The foregoing statements only include the operations of the transportation department in the State.

# *Elmira and Williamsport.*

## EARNINGS FOR THE YEAR--From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. |
| January, 1883 | 3,257 | 254,046 | | 12 865 | 172.404 | | 16,122 | 426,450 | $11,094 41 |
| February, 1883, | 3,106 | 242,268 | | 15,376 | 170,548 | | 18,482 | 412,816 | 11,286 30 |
| March, 1883, | 2,848 | 222.144 | | 13.773 | 191.501 | | 16 621 | 413,645 | 11,569 88 |
| April, 1883, | 2,997 | 233,766 | | 13,275 | 191,829 | | 16.272 | 425.595 | 11,653 17 |
| May, 1883 | 3,209 | 250 302 | | 13,175 | 186 725 | | 16,384 | 437,027 | 12,140 01 |
| June, 1883, | 3,256 | 253,968 | | 12,770 | 180,644 | | 16,026 | 434,612 | 12 245 13 |
| July, 1883, | 5,865 | 457,470 | | 17.288 | 264,233 | | 23 153 | 721.703 | 17,106 60 |
| August, 1883. | 5,143 | 401,154 | | 18 325 | 288 855 | | 23 468 | 690,009 | 16,951 18 |
| September, 1883, | 5,851 | 456,378 | | 15,501 | 241,993 | | 21,352 | 698,371 | 16,891 38 |
| October, 1883. | 4 366 | 340,548 | | 15,597 | 229,155 | | 19.963 | 569,703 | 14,805 49 |
| November, 1883, | 3.454 | 269.412 | | 13,888 | 202,854 | | 17,342 | 472,266 | 12,585 48 |
| December, 1883, | 3,300 | 257,400 | | 14 499 | 215,957 | | 17,799 | 473,357 | 12,307 78 |
| Totals, | 46,652 | 3,638,856 | | 176 332 | 2,536,698 | | 222,984 | 6 175,554 | $160,636 81 |

**The Rate of Fare for Passengers Charged for the Respective Classes per Mile.**

For first-class through and way passengers, 2.601 cents.

## From Transportation of Freight.

| Months. | Through Freight. | | | Local Freight. | | | Totals. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| January, 1883, | 100,414 | $52.517 70 | 7,832,292 | 55,470 | $12,445 00 | 1,066,022 | 155,884 | $64,962 70 | 8,898,314 |
| February, 1883, | 90,445 | 46,961 49 | 7,054.710 | 51,514 | 11,833 67 | 1 037,271 | 141,959 | 58,795 16 | 8,091,981 |
| March, 1883, | 99,053 | 51 770 38 | 7 726,134 | 52.223 | 12,787 76 | 1,126,017 | 151,276 | 64,558 14 | 8,852,151 |
| April, 1883, | 78 882 | 37,265 05 | 6,152,796 | 42,465 | 9,861 71 | 786 831 | 121,347 | 47,126 76 | 6 939.627 |
| May, 1883. | 80 827 | 44 135 63 | 6,304,506 | 47,040 | 9.792 61 | 834 561 | 127 867 | 53,928 24 | 7,139 067 |
| June, 1883, | 8', 290 | 45,826 14 | 6,496 620 | 47,075 | 9,685 39 | 746,504 | 130,365 | 55,511 53 | 7,243,124 |
| July, 1883, | 82,248 | 44,294 71 | 6,961,344 | 51,740 | 8 424 44 | 721,514 | 140.988 | 52,719 15 | 7,682 858 |
| August, 1883. | 99,432 | 46,650 44 | 7,755,696 | 66,650 | 11,736 78 | 1,089,021 | 166 082 | 58,387 22 | 8.844.717 |
| September 1883, | 88,973 | 47,610 56 | 6,939.894 | 60 682 | 10,874 14 | 941,007 | 149 655 | 58 484 70 | 7,880,901 |
| October, 1883, | 108,631 | 59,336 14 | 8,473.218 | 65,712 | 13.302 54 | 1,123,369 | 174,343 | 72 638 68 | 9.596,587 |
| November, 1883, | 113,556 | 60,974 44 | 8,857,368 | 49,883 | 11,702 24 | 946,303 | 163 439 | 72.676 68 | 9 803.671 |
| December, 1883, | 70,291 | 29,239 16 | 5,482,698 | 44,075 | 9,270 83 | 450,225 | 114,366 | 38 509 99 | 5,932,923 |
| Totals, | 1,103,042 | $566,581 84 | 86,037,276 | 634,529 | $131,717 11 | 10,868,645 | 1,737,571 | $698.298 95 | 96,905,921 |

**From all other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, | $884 | 45 | $458 | 10 | $420 | 64 | $1,763 | 19 |
| February, 1883, | 851 | 90 | 386 | 94 | 612 | 74 | 1,851 | 58 |
| March, 1883, | 851 | 90 | 543 | 30 | 1,451 | 78 | 2,846 | 98 |
| April, 1883, | 884 | 45 | 629 | 68 | 154 | 81 | 1,668 | 94 |
| May, 1883, | 851 | 90 | 839 | 77 | 527 | 42 | 2,219 | 09 |
| June, 1883, | 884 | 45 | 908 | 32 | 1,997 | 70 | 3,790 | 47 |
| July, 1883, | 851 | 90 | 1,097 | 54 | 42 | 55 | 1,991 | 99 |
| August, 1883, | 851 | 90 | 706 | 67 | 477 | 19 | 2,035 | 76 |
| September, 1883, | 884 | 45 | 694 | 72 | 910 | 04 | 2,489 | 21 |
| October, 1883, | 851 | 90 | 805 | 76 | 750 | 08 | 2,407 | 74 |
| November, 1883, | 851 | 90 | 795 | 77 | 486 | 84 | 2,134 | 51 |
| December, 1883, | 884 | 45 | 678 | 82 | 876 | 25 | 2,439 | 52 |
| Totals, | $10,385 | 55 | $8,545 | 39 | $8,708 | 04 | $27,638 | 98 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, | $160,636 | 81 |
| Total freight earnings for the year, | 698,298 | 95 |
| Total earnings from all other sources, | 27,638 | 98 |
| Total earnings for the year, | $886,574 | 74 |
| Total earnings from all sources on whole length of line, | $886,574 | 74 |
| Proportion of earnings in Pennsylvania to earnings of whole line, | 810,247 | 11 |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| Conducting Transportation. | Passengers. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Advertising, | $1,343 | 52 | $108 | 50 | $1,452 | 02 |
| Agents, | 2,252 | 25 | 8,592 | 11 | 10,844 | 36 |
| Baggage-masters, | 3,359 | 86 | | | 3,359 | 86 |
| Brakemen, | 1,623 | 82 | 24,218 | 01 | 25,841 | 83 |
| Cars, cleaning, | 1,915 | 49 | 2,908 | 87 | 4,824 | 36 |
| Car furniture and fixtures, | 280 | 19 | 998 | 27 | 1,278 | 46 |
| Car service, | 9,967 | 05 | 71,219 | 81 | 81,186 | 86 |
| Clerks, | 1,443 | 12 | 6,259 | 63 | 7,702 | 75 |
| Conductors and train agents, | 5,066 | 49 | 17,957 | 99 | 23,024 | 48 |
| Dispatchers, | 300 | 80 | 2,067 | 80 | 2,368 | 60 |
| Expenses of stations, except labor, | 42 | 88 | 148 | 45 | 191 | 33 |
| Foreign agencies, | 516 | 23 | 2,058 | 53 | 2,574 | 76 |
| Heating cars, | 535 | 49 | 34 | 24 | 569 | 73 |
| Heating stations, | 61 | 69 | 346 | 47 | 408 | 16 |
| Incidentals, | 745 | 38 | 2,501 | 64 | 3,247 | 02 |
| Insurance, | 119 | 14 | 653 | 30 | 772 | 44 |
| Labor at stations, | 1,191 | 21 | 11,590 | 86 | 12,782 | 07 |
| Legal expenses, | 121 | 48 | 688 | 52 | 810 | 00 |
| Lighting cars, | 176 | 41 | 635 | 95 | 812 | 36 |
| Lighting stations, | 725 | 99 | 250 | 20 | 976 | 19 |
| Loss and damage, | | | 446 | 41 | 446 | 41 |
| Mail expenses, | 293 | 88 | | | 293 | 88 |
| Oil, tallow, waste, &c., | 457 | 35 | 1,267 | 08 | 1,724 | 43 |
| Stationery and printing, | 1,215 | 79 | 2,743 | 29 | 3,959 | 08 |
| Stations, repairs of and furniture for, | 528 | 16 | 5,779 | 11 | 6,307 | 27 |
| Superintendents, | 373 | 46 | 2,014 | 32 | 2,387 | 78 |
| Switchmen, | 868 | 12 | 5,234 | 52 | 6,102 | 64 |
| Taxes, State, | 1,369 | 22 | 5,710 | 32 | 7,079 | 54 |
| Teaming, | 31 | 10 | | | 31 | 10 |
| Telegraph expenses, | 1,644 | 93 | 8,984 | 82 | 10,629 | 75 |
| Watchmen, | 83 | 63 | 437 | 14 | 520 | 77 |
| Wrecks, clearing, | | | 299 | 09 | 299 | 09 |
| Totals, | $38,654 | 13 | $186,155 | 25 | $224,809 | 38 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Motive Power.** | | | | | | |
| Enginemen and firemen, passenger, | $7,763 | 76 | . . . . . | | $7,763 | 76 |
| Enginemen and firemen, freight, . | . . . . . | | $41,653 | 66 | 41,653 | 66 |
| Engine-houses and machine-shop, &c., repairs of, . . . . . | 1,477 | 16 | 8,370 | 56 | 9,847 | 72 |
| Fuel for heating, . . . . . | 94 | 15 | 533 | 51 | 627 | 66 |
| Fuel for locomotives, . . . . . | 8,011 | 48 | 47,609 | 79 | 55,621 | 27 |
| Incidentals, . . . . . | 270 | 64 | 1,533 | 60 | 1,804 | 24 |
| Laborers, . . . . . | 1,859 | 92 | 10,539 | 57 | 12,399 | 49 |
| Locomotive furniture and fixtures, | 292 | 66 | 1,658 | 70 | 1,951 | 36 |
| Locomotives, repairs of, . . . . . | 10,250 | 97 | 33,738 | 59 | 43,989 | 56 |
| Oil for locomotives, . . . . . | 299 | 31 | 1,561 | 41 | 1,860 | 72 |
| Stationery and printing, . . . . . | 42 | 75 | 242 | 28 | 285 | 03 |
| Tallow for locomotives, . . . . . | 305 | 01 | 1,534 | 19 | 1,839 | 20 |
| Taxes on engine-houses and shops, | 188 | 22 | 1,066 | 56 | 1,254 | 78 |
| Tools and machinery, repairs of, . | 409 | 11 | 2,318 | 27 | 2,727 | 38 |
| Waste for locomotives, . . . . . | 174 | 29 | 706 | 80 | 881 | 09 |
| Watchmen, . . . | 155 | 57 | 881 | 56 | 1,037 | 13 |
| Water, wood, and coal stations, expenses and repairs of, . . . . . | 1,185 | 10 | 6,715 | 58 | 7,900 | 68 |
| Totals, . . . . . | $32,780 | 10 | $160,664 | 63 | $193,444 | 73 |
| **Maintenance of Way.** | | | | | | |
| Ballast, . . . . . | $715 | 61 | $4,055 | 18 | $4,770 | 79 |
| Bridges, repairs of, . . . . . | 5,857 | 77 | 33,194 | 05 | 39,051 | 82 |
| Cars, repairs of, (in M. of W. service,) | 84 | 34 | 477 | 94 | 562 | 28 |
| Clerks, . . . . . | 140 | 32 | 795 | 16 | 935 | 48 |
| Cross-ties, . . . . . | 2,518 | 19 | 14,269 | 72 | 16,787 | 91 |
| Expenses on property, . . . . . | 645 | 78 | 3,659 | 45 | 4,305 | 23 |
| Foreman, tool, and watch-houses, repairs of, . . . . . | 147 | 35 | 834 | 99 | 982 | 34 |
| Frogs, . . . . . | 213 | 74 | 1,210 | 99 | 1,424 | 73 |
| Incidentals, . . . . . | 20 | 93 | 118 | 57 | 139 | 50 |
| Oil, tallow, waste, &c., . . . . . | 53 | 73 | 304 | 45 | 358 | 18 |
| Rails, iron, . . . . . | 260 | 37 | 1,475 | 41 | 1,735 | 78 |
| Rails, steel, . . . . . | 47 | 98 | 271 | 87 | 319 | 85 |
| Road-bed, repairs of, labor and material, . . . . . | 1,959 | 57 | 11,104 | 20 | 13,063 | 77 |
| Snow and ice, removing, . . . . . | 258 | 10 | 1,462 | 58 | 1,720 | 68 |
| Spikes, . . . . . | 129 | 20 | 732 | 17 | 861 | 37 |
| Splices, . . . . . | 85 | 80 | 486 | 21 | 572 | 01 |
| Stationery and printing, . . . . . | 14 | 30 | 81 | 05 | 95 | 35 |
| Superintendents and supervisors, . | 467 | 78 | 2,650 | 81 | 3,118 | 59 |
| Switches, . . . . . | 624 | 12 | 3,536 | 71 | 4,160 | 83 |
| Taxes on real estate for road, . . . | 334 | 25 | 1,894 | 07 | 2,228 | 32 |
| Telegraph, repairs of, . . . . . | 117 | 25 | 664 | 42 | 781 | 67 |
| Tools and repairs of tools, . . . . . | 456 | 59 | 2,587 | 39 | 3,043 | 98 |
| Track, repairing, . . . . . | 3,674 | 68 | 20,823 | 27 | 24,497 | 95 |
| Watchmen, . . . . . | 1,426 | 24 | 8,082 | 00 | 9,508 | 24 |
| Totals, . . . . . | $20,253 | 99 | $114,772 | 66 | $135,026 | 65 |
| **Maintenance of Cars.** | | | | | | |
| Car-shops and sheds, repairs of, . . | $2 | 95 | $16 | 71 | $19 | 66 |
| Cars, repairs of freight, . . . . . | . . . . . | | 17,542 | 69 | 17,542 | 69 |
| Cars, repairs of passenger, baggage, express, and postal, . . . . . | 8 | 67 | . . . . . | | 8 | 67 |
| Incidentals, . . . . . | 25 | 57 | 144 | 88 | 170 | 45 |
| Laborers, . . . . . | 72 | 39 | 410 | 18 | 482 | 57 |
| Tools and repairs of tools, . . . . . | 56 | 82 | 321 | 95 | 378 | 77 |
| Watchmen, . . . . . | 23 | 45 | 132 | 92 | 156 | 37 |
| Totals, . . . . . | $189 | 85 | $18,569 | 33 | $18,759 | 18 |
| **General Expenses.** | | | | | | |
| Advertising, . . . . . | $3 | 75 | $21 | 27 | $25 | 02 |
| Attendants, . . . . . | 41 | 75 | 236 | 61 | 278 | 36 |
| Clerks, . . . . . | 796 | 35 | 4,512 | 67 | 5,309 | 02 |
| Fuel and light, . . . . . | 6 | 50 | 36 | 90 | 43 | 40 |
| Incidental and legal expenses, . . | 46 | 05 | 260 | 94 | 306 | 99 |
| Office expenses, repairs, and furniture, . . . . . | 67 | 44 | 382 | 15 | 449 | 59 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Salaries of president and other officers, | $330 | 70 | $1,874 | 03 | $2,204 | 73 |
| Stationery and blanks, | 104 | 80 | 593 | 97 | 698 | 77 |
| Totals, | $1,397 | 34 | $7,918 | 54 | $9,315 | 88 |

**EARNINGS—Summary.**

| | | |
|---|---|---|
| Passenger transportation, local and through, | $160,636 | 81 |
| Freight transportation, local and through, | 698,298 | 95 |
| Mail service, | 10,385 | 55 |
| Express service, | 8,545 | 39 |
| Miscellaneous, | 8,708 | 04 |
| Total, | $886,574 | 74 |

**OPERATING EXPENSES—Summary.**

| | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, | $38,654 | 13 | $186,155 | 25 | $224,809 | 38 |
| Motive power, | 32,780 | 10 | 160,664 | 63 | 193,444 | 73 |
| Maintenance of way, | 20,253 | 99 | 114,772 | 66 | 135,026 | 65 |
| Maintenance of cars, | 189 | 85 | 18,569 | 33 | 18,759 | 18 |
| General expenses, | 1,397 | 34 | 7,918 | 54 | 9,315 | 88 |
| Totals, | $93,275 | 41 | $488,080 | 41 | $581,355 | 82 |

| | | |
|---|---|---|
| Operating expenses, 65.57 per cent. of earnings. | | |
| Earnings per mile of road operated, | $11,742 | 71 |
| Expenses per mile of road operated, | 7,700 | 08 |
| Net earnings, | $4,042 | 63 |

# *Erie and Pittsburgh.*

## EARNINGS FOR THE YEAR—From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. |
| January, 1883. | 357 | 23,763 | $802 12 | 12,746 | 194,730 | $7,643 66 | 13 103 | 218.493 | $8.445 78 |
| February, 1883, | 477 | 41.954 | 820 19 | 11,778 | 189,994 | 6,058 94 | 12,255 | 231.948 | 6,879 13 |
| March, 1883, | 366 | 28,106 | 720 26 | 14.774 | 250,000 | 7.874 93 | 15 140 | 278,106 | 8.595 19 |
| April, 1883, | 389 | 30 171 | 744 28 | 14,603 | 250,879 | 7,640 10 | 14,992 | 281,050 | 8.384 38 |
| May, 1883, | 414 | 33,400 | 788 20 | 14,858 | 251,626 | 7,614 04 | 15 272 | 285,026 | 8,402 24 |
| June, 1883, | 443 | 35.253 | 826 10 | 18,997 | 334,011 | 8,972 65 | 19 440 | 369.264 | 9,798 75 |
| July, 1883, | 826 | 70 573 | 1,522 49 | 17,206 | 323,285 | 9,540 20 | 18,032 | 393.858 | 11.062 69 |
| August, 1883, | 1,105 | 101,752 | 1,494 83 | 31,384 | 824 641 | 17,506 83 | 32.489 | 926,393 | 19,001 66 |
| September, 1883, | 387 | 32.502 | 716 82 | 29,950 | 427,489 | 10,403 46 | 30,337 | 459,991 | 11,120 28 |
| October, 1883, | 440 | 35,709 | 816 05 | 20 169 | 426,633 | 10,295 96 | 20,609 | 462 342 | 11,112 01 |
| November, 1883, | 281 | 22 634 | 555 05 | 14,202 | 239,696 | 7,514 85 | 14 483 | 262 330 | 8,069 90 |
| December, 1883, estimated, | 302 | 23,900 | 525 70 | 15,808 | 263 790 | 7,622 31 | 15,110 | 287,690 | 8,148 01 |
| Totals, | 5,787 | 479,717 | $10,332 09 | 216,475 | 3,976,774 | $108,687 93 | 221,262 | 4,456,491 | $119,020 02 |

**The Rate of Fare for Passengers Charged for the Respective classes per Mile.**

For first-class through passengers, 2½ cents; for first-class way passengers, 3 cents; for second-class through passengers, 2 cents.

## From Transportation of Freight.

| Months. | Through Freight. | | | Local Freight. | | | Totals. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| January, 1883, | 382 | $360 80 | 34.378 | 70,134 | $35,669 68 | 3,174,017 | 70.576 | $36,030 48 | 3,208 395 |
| February, 1883, | 180 | 221 26 | 17.695 | 57,917 | 28,232 48 | 2,647,063 | 58,097 | 28.453 74 | 2,664,758 |
| March, 1883, | 329 | 315 13 | 32,228 | 73.477 | 30.373 79 | 3 095,543 | 73,806 | 30,688 92 | 3 127.771 |
| April, 1883, | 454 | 410 27 | 44,561 | 69 031 | 35,148 12 | 2 871,994 | 69.485 | 35 558 39 | 2.916,555 |
| May, 1883, | 633 | 557 16 | 60,790 | 69,608 | 28.215 19 | 2 628,572 | 70,241 | 28.772 35 | 2 689 362 |
| June, 1883, | 520 | 490 08 | 59,440 | 71,628 | 32,649 82 | 3.338,786 | 72,148 | 33,139 90 | 3,389,226 |
| July, 1883, | 298 | 401 89 | 26,416 | 81,944 | 44 628 96 | 4 325,769 | 82 242 | 45,030 85 | 4.352,185 |
| August, 1883, | 208 | 285 12 | 20,375 | 83 303 | 38,261 59 | 4,457,566 | 83,511 | 38,546 71 | 4 477,941 |
| September, 1883, | 375 | 352 72 | 34,728 | 82,225 | 40,849 91 | 4 297,366 | 82 600 | 41 202 63 | 4,332 094 |
| October, 1883. | 262 | 382 21 | 25,678 | 96,012 | 47,496 28 | 4.528,104 | 96.274 | 47,778 49 | 4 553,782 |
| November, 1883, | 257 | 268 73 | 25.186 | 93,180 | 41,007 13 | 3 913,861 | 93,437 | 41 275 86 | 3,939,047 |
| December, 1883, estimated, | 180 | 221 26 | 17,695 | 57,917 | 28,611 65 | 2,647,063 | 58,097 | 28 832 91 | 2,664 758 |
| Totals, | 4,078 | $4,166 63 | 390,170 | 906,376 | $431,144 60 | 41,925,704 | 910,454 | $435 311 23 | 42,315,874 |

**From all other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, . . | $637 | 20 | $682 | 30 | $2,084 | 03 | $3,403 | 53 |
| February, 1883, . | 637 | 20 | 538 | 64 | 1,720 | 85 | 2,896 | 69 |
| March, 1883, . . . | 637 | 19 | 586 | 93 | 2,765 | 11 | 3,989 | 23 |
| April, 1883, . . . | 637 | 20 | 700 | 20 | 3,227 | 31 | 4,564 | 71 |
| May, 1883, . . . . | 629 | 02 | 668 | 31 | 3,382 | 03 | 4,679 | 36 |
| June, 1883, . . . . | 637 | 19 | 1,317 | 82 | 3,744 | 11 | 5,699 | 12 |
| July, 1883, . . . | 637 | 20 | 605 | 13 | 2,995 | 39 | 4,237 | 72 |
| August, 1883, . . | 637 | 20 | 750 | 69 | 1,333 | 43 | 2,721 | 32 |
| September, 1883, . | 637 | 19 | 720 | 51 | 1,542 | 98 | 2,900 | 68 |
| October, 1883, | 637 | 20 | 818 | 24 | 2,093 | 56 | 3,554 | 00 |
| November, 1883, . | 637 | 20 | 675 | 64 | 3,082 | 42 | 4,395 | 26 |
| *December, 1883, . | 637 | 19 | 700 | 00 | 600 | 93 | 1,938 | 12 |
| Totals, . . . . | $7,638 | 18 | $8,764 | 41 | $28,577 | 15 | $44,979 | 74 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, . . . . . | $119,020 | 02 |
| Total freight earnings for the year, . . . . . | 435,311 | 23 |
| Total earnings from all other sources, . . . . . | 44,979 | 74 |
| Total earnings for the year, . . . . . | $599,310 | 99 |
| Total receipts from all sources on whole length of line, . . . . | $599,310 | 99 |
| Proportion of earnings in Pennsylvania to earnings of whole line, . . | 599,310 | 99 |

*Estimated.

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| **Conducting Transportation.** | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Advertising, . . . . . | $601 | 73 | . | | $601 | 73 |
| Agents, . . . . . | 2,998 | 93 | $8,856 | 79 | 11,855 | 72 |
| Baggage-masters, . . . . . | 2,060 | 72 | . | | 2,060 | 72 |
| Brakemen, . . . . . | 2,030 | 75 | 28,163 | 83 | 30,194 | 58 |
| Cars, cleaning, . . . . . | 897 | 61 | . . . | | 897 | 61 |
| Car service, . . . . . | 28 | 01 | 1,569 | 72 | 1,597 | 73 |
| Clerks, . . . . . | 1,750 | 33 | 9,862 | 86 | 11,613 | 19 |
| Conductors and train agents, . . . | 3,914 | 98 | 13,209 | 25 | 17,124 | 23 |
| Dispatchers, . . . . . | 309 | 63 | 4,130 | 35 | 4,439 | 98 |
| Docks, dredging, and cleaning, . . . . . | . . | | 8,647 | 27 | 8,647 | 27 |
| Expenses of grain elevators: Cars, oil, tallow, and waste, | 449 | 83 | 1,582 | 46 | 2,033 | 29 |
| Expenses of stations, except labor, | 11 | 11 | 43 | 61 | 54 | 72 |
| Heating cars, . . . . . | 459 | 47 | . . . . | | 459 | 47 |
| Heating stations, . . . . . | 211 | 56 | 442 | 04 | 653 | 60 |
| Incidentals, . . . . . | 825 | 48 | 2,767 | 02 | 3,592 | 50 |
| Labor at stations, . . . . . | 835 | 49 | 7,662 | 55 | 8,493 | 04 |
| Legal expenses, . . . . . | . . . . . | | 88 | 88 | 88 | 88 |
| Lighting cars, . . . . . | 66 | 61 | . . . . . | | 66 | 61 |
| Lighting stations, . . . . . | 101 | 48 | 229 | 65 | 331 | 13 |
| Loss and damage, . . . . . | 3 | 33 | 971 | 47 | 974 | 80 |
| Mail expenses, . . . . . | 138 | 00 | . . . . . | | 138 | 00 |
| Oil for lamps, . . . . . | 8 | 16 | 10 | 40 | 18 | 56 |
| Stationery and printing, . . . | 726 | 10 | 790 | 02 | 1,516 | 12 |
| Stations, repairs of and furniture for, | 1,916 | 41 | 1,573 | 14 | 3,489 | 55 |
| Superintendents, . . . . . | 507 | 86 | 2,155 | 25 | 2,663 | 11 |
| Switchmen, . . . . . | 120 | 00 | 680 | 00 | 800 | 00 |
| Teaming, switching, and track service, . . . . . | . . . | | 3,753 | 42 | 3,753 | 42 |
| Telegraph expenses, . . . . . | 1,801 | 61 | 4,364 | 50 | 6,166 | 11 |
| Watchmen, . . . . . | 873 | 32 | 1,746 | 93 | 2,620 | 25 |
| Wrecks, clearing, . . . . . | 52 | 93 | 324 | 86 | 377 | 79 |
| Totals, . . . . . | $23,701 | 44 | $103,627 | 27 | $127,328 | 71 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Motive Power.** | | | | | | |
| Enginemen and firemen, passenger, | $8,532 | 90 | . . . . . | | $8,532 | 90 |
| Enginemen and firemen, freight, | . . . . . | . . | $28,775 | 67 | 28,775 | 67 |
| Engine-houses and machine-shop, &c., repairs of, | 515 | 59 | 1,546 | 78 | 2,062 | 37 |
| Fuel for locomotives, | 6,135 | 43 | 22,349 | 80 | 28,485 | 23 |
| Incidentals, | 146 | 32 | 438 | 96 | 585 | 28 |
| Laborers, | 3 | 08 | 9 | 22 | 12 | 30 |
| Locomotive furniture and fixtures, | 208 | 49 | 625 | 50 | 833 | 99 |
| Locomotives, repairs of, | 5,296 | 44 | 17,575 | 63 | 22,872 | 07 |
| Oil for locomotives, waste and tallow, | 859 | 82 | 3,126 | 13 | 3,985 | 95 |
| Sand for locomotives, | 105 | 10 | 315 | 29 | 420 | 39 |
| Stationery and printing, | 13 | 90 | 41 | 71 | 55 | 61 |
| Tools and machinery, repairs of, | 294 | 06 | 882 | 18 | 1,176 | 24 |
| Watchmen, | 853 | 74 | 2,561 | 20 | 3,414 | 94 |
| Water, wood, and coal stations, expenses and repairs of, | 984 | 07 | 2,952 | 22 | 3,936 | 29 |
| Totals, | $23,948 | 94 | $81,200 | 29 | $105,149 | 23 |
| **Maintenance of Way.** | | | | | | |
| Ballast, | $909 | 85 | $1,819 | 70 | $2,729 | 55 |
| Bridges, repairs of, | 1,379 | 45 | 2,758 | 89 | 4,138 | 34 |
| Cars, repairs of, (in M. of W. service,) | 63 | 04 | 126 | 08 | 189 | 12 |
| Clerks, | 112 | 73 | 225 | 48 | 338 | 21 |
| Cross-ties, | 4,676 | 02 | 9,352 | 03 | 14,028 | 05 |
| Expenses on property, | 1,837 | 84 | 3,675 | 70 | 5,513 | 54 |
| Foreman, tool, and watch-houses, repairs of, | 14 | 34 | 28 | 69 | 43 | 03 |
| Frogs, | 144 | 93 | 289 | 86 | 434 | 79 |
| Incidentals, | 4 | 57 | 9 | 13 | 13 | 72 |
| Oil, tallow, waste, &c., | 41 | 06 | 82 | 12 | 123 | 18 |
| Rails, iron, | 104 | 16 | 208 | 31 | 312 | 47 |
| Rails, steel, | 5,434 | 12 | 10,868 | 24 | 16,302 | 36 |
| Road-bed, repairs of, labor and material, | 3,224 | 71 | 6,449 | 43 | 9,674 | 14 |
| Snow and ice, removing, | 152 | 12 | 304 | 24 | 456 | 36 |
| Spikes, | 273 | 73 | 547 | 38 | 821 | 11 |
| Splices, | 777 | 94 | 1,555 | 90 | 2,333 | 84 |
| Stationery and printing, | 6 | 67 | 13 | 35 | 20 | 02 |
| Superintendents and supervisors, | 513 | 67 | 1,027 | 32 | 1,540 | 99 |
| Switches, | 606 | 01 | 1,212 | 00 | 1,818 | 01 |
| Tools and repairs of tools, | 185 | 64 | 371 | 29 | 556 | 93 |
| Track, repairing, | 10,236 | 03 | 20,472 | 07 | 30,708 | 10 |
| Watchmen, | 786 | 44 | 1,572 | 90 | 2,359 | 34 |
| Totals, | $31,485 | 07 | $62,970 | 13 | $94,455 | 20 |
| **Maintenance of Cars.** | | | | | | |
| Car-shops and sheds, repairs of | $316 | 54 | $633 | 07 | $949 | 61 |
| Cars, repairs of freight, | . . . . . | . . | 121,838 | 65 | 121,838 | 65 |
| Cars, repairs of passenger, baggage, express, and postal, | 3,048 | 33 | . . . . | | 3,048 | 33 |
| Fuel for heating, | 116 | 25 | 232 | 51 | 348 | 76 |
| Incidentals, | 93 | 85 | 187 | 70 | 281 | 55 |
| Laborers, | 3 | 81 | 7 | 62 | 11 | 43 |
| Tools and repairs of tools, | 298 | 63 | 597 | 26 | 895 | 89 |
| Watchmen, | 17 | 78 | 35 | 56 | 53 | 34 |
| Totals, | $3,895 | 19 | $123,532 | 37 | $127,427 | 56 |
| **General Expenses.** | | | | | | |
| Attendants, | $57 | 88 | $115 | 78 | $173 | 66 |
| Clerks, | 724 | 09 | 1,448 | 17 | 2,172 | 26 |
| Fuel and light, | 33 | 55 | 67 | 10 | 100 | 65 |
| Incidentals and legal expenses, | 310 | 92 | 621 | 84 | 932 | 76 |
| Office expenses, repairs and furniture, | 43 | 76 | 87 | 53 | 131 | 29 |
| Salaries of president and other officers, | 118 | 20 | 236 | 40 | 354 | 60 |
| Stationery and blanks, | 23 | 32 | 46 | 66 | 69 | 98 |
| Taxes on real estate, | 2,268 | 65 | 4,537 | 30 | 6,805 | 95 |
| Totals, | $3,580 | 37 | $7,160 | 78 | $10,741 | 15 |

**EARNINGS.—Summary.**

| | | | | |
|---|---|---|---|---|
| Passenger transportation, local, | $108,687 93 | Total, | $119,020 | 02 |
| Passenger transportation, through, | 10,332 09 | | | |
| Freight transportation, local, | 431,144 60 | Total, | 435,311 | 23 |
| Freight transportation, through, | 4,166 63 | | | |
| Mail service, | | | 7,638 | 18 |
| Express service, | | | 8,764 | 41 |
| Miscellaneous, | | | 28,577 | 15 |
| Total, | | | $599,310 | 99 |

**OPERATING EXPENSES.—Summary.**

| | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, | $23,701 | 44 | $103,627 | 27 | $127,328 | 71 |
| Motive power, | 23,948 | 94 | 81,200 | 29 | 105,149 | 23 |
| Maintenance of way, | 31,485 | 07 | 62,970 | 13 | 94,455 | 20 |
| Maintenance of cars, | 3,895 | 19 | 123,532 | 37 | 127,427 | 56 |
| General expenses, | 3,580 | 37 | 7,160 | 78 | 10,741 | 15 |
| Totals, | $86,611 | 01 | $378,490 | 84 | $465,101 | 85 |

| | | |
|---|---|---|
| Operating expenses, 77.60 per cent. of earnings. | | |
| Earnings per mile of road operated, | $5,933 | 77 |
| Expenses per mile of road operated, | 4,604 | 96 |
| Net earnings, | $1,328 | 81 |

# *Huntingdon and Broad Top Mountain.*

## EARNINGS FOR THE YEAR—From Transportation of Passengers.

| MONTHS. | THROUGH. | | | LOCAL. | | | TOTAL. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers. | Miles. | Amount. | Passengers. | Miles. | Amount. | Passengers. | Miles. | Amount. |
| January, 1883, | 519 | 23,355 | $759 34 | 5,544 | 62,633 | $2,174 18 | 6,063⅓ | 85,988 | $2,933 52 |
| February, 1883, | 493½ | 22,207 | 718 43 | 5,841 | 59,378 | 2,161 01 | 6,334½ | 81,585 | 2,879 44 |
| March, 1883, | 658 | 29,610 | 998 42 | 7,197⅕ | 74,577 | 2,634 77 | 7,855⅕ | 104,187 | 3,633 19 |
| April, 1883, | 690 | 31,050 | 1,049 89 | 7,123 | 78,467 | 2,619 35 | 7,813 | 109,517 | 3,669 24 |
| May, 1883, | 639 | 28,755 | 972 01 | 7,464 | 84,393 | 2,944 63 | 8,103 | 113,148 | 3,916 64 |
| June, 1883, | 754 | 33,930 | 1,105 68 | 7,395 | 84,898 | 2,662 57 | 8,149 | 118,828 | 3,768 25 |
| July, 1883, | 463 | 20,835 | 604 17 | 8,293⅓ | 147,847 | 4,550 36 | 8,756⅓ | 168,682 | 5,154 53 |
| August, 1883, | 544⅓ | 24,503 | 821 75 | 8,961 | 133,281 | 4,779 68 | 9,505⅓ | 157,784 | 5,601 43 |
| September, 1883, | 525½ | 23,648 | 798 23 | 8,716⅔ | 130,176 | 3,440 26 | 9,242 | 153,824 | 4,238 49 |
| October, 1883, | 551 | 24,795 | 826 94 | 7,896 | 101,407 | 3,364 46 | 8,447 | 126,202 | 4,191 40 |
| November, 1883, | 517 | 23,265 | 763 19 | 7,166 | 91,837 | 3,344 10 | 7,683 | 115 102 | 4,107 29 |
| December, 1883, | 452 | 20,340 | 644 81 | 7,319 | 91,610 | 3,611 17 | 7,771 | 111,950 | 4,255 98 |
| Totals, | 6,806⅓ | 306,293 | $10,062 86 | 88,916½ | 1,140,504 | $38,286 54 | 95,723 | 1,446,797 | $48,349 40 |

**The Rate of Fare for Passengers Charged for the Respective Classes per Mile.**

For first-class through and way passengers, approximate, 3 cents.

## From Transportation of Freight.

| MONTHS. | THROUGH FREIGHT. | | | LOCAL FREIGHT. | | | TOTALS. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| January, 1883, | 37,412 | $12,614 60 | . . . . . | 23,441 | $10,411 97 | . . . . . | 60,853 | $23,026 57 | . . . . . |
| February, 1883, | 54,576 | 19,547 84 | . . . . . | 26,621 | 10,378 77 | . . . . . | 81.197 | 29,926 61 | . . . . . |
| March, 1883, | 46,867 | 19,180 69 | . . . . . | 24,396 | 13,118 91 | . . . . . | 71,263 | 32,299 60 | . . . . . |
| April, 1883, | 37,957 | 13,310 05 | . . . . . | 25,270 | 10,336 44 | . . . . . | 63,227 | 23,646 49 | . . . . . |
| May, 1883, | 61,017 | 22,618 41 | . . . . . | 26,020 | 12,026 27 | . . . . . | 87,037 | 34,644 68 | . . . . . |
| June, 1883, | 50,968 | 19,189 19 | . . . . | 16,536 | 13,054 09 | . . . . . | 67.504 | 32,243 28 | . . . . . |
| July, 1883, | 67,701 | 26,065 36 | . . . . . | 18,352 | 11,570 50 | . . . . . | 86,053 | 37,635 86 | . . . . . |
| August, 1883, | 45,766 | 12,760 85 | . . . . . | 24,938 | 14,122 27 | . . . . . | 70,704 | 26,883 12 | . . . . . |
| September, 1883, | 51,829 | 17,534 27 | . . . . . | 28,545 | 13,573 69 | . . . . . | 80,374 | 31,107 96 | . . . . . |
| October, 1883, | 53,201 | 18 099 27 | . . . . . | 32,856 | 14,277 48 | . . . . . | 86,057 | 32,376 75 | . . . . . |
| November, 1883, | 40,820 | 15,538 88 | . . . . . | 31,821 | 14,636 36 | . . . . . | 72,641 | 30,175 24 | . . . . . |
| December, 1883, | 44,648 | 19,970 27 | . . . . . | 20,709 | 12,055 04 | . . . . . | 65,357 | 32,025 31 | . . . . . |
| Totals, | 592,762 | $216,429 68 | 26,674,290 | 299,505 | $149,561 79 | 14,090,808 | 892,267 | $365,991 47 | 40,765,098 |

**From all other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, | $301 | 91 | $229 | 69 | $93 | 91 | $625 | 51 |
| February, 1883, | 301 | 91 | 193 | 67 | 127 | 70 | 623 | 28 |
| March, 1883, | 301 | 90 | 232 | 33 | 126 | 41 | 660 | 64 |
| April, 1883, | 301 | 91 | 251 | 45 | 129 | 37 | 682 | 73 |
| May, 1883, | 301 | 91 | 304 | 57 | 114 | 03 | 720 | 51 |
| June, 1883, | 301 | 90 | 337 | 52 | 219 | 32 | 858 | 74 |
| July, 1883, | 301 | 91 | 349 | 62 | 123 | 50 | 775 | 03 |
| August, 1883, | 301 | 91 | 397 | 47 | 788 | 43 | 1,487 | 81 |
| September, 1883, | 301 | 90 | 308 | 39 | 618 | 66 | 1,228 | 95 |
| October, 1883, | 301 | 91 | 321 | 57 | 185 | 93 | 809 | 41 |
| November, 1883, | 301 | 91 | 328 | 41 | 126 | 73 | 757 | 05 |
| December, 1883, | 301 | 90 | 444 | 80 | 177 | 34 | 924 | 04 |
| Totals, | $3,622 | 88 | $3,699 | 49 | $2,831 | 33 | $10,153 | 70 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, | $48,349 | 40 |
| Total freight earnings for the year, | 365,991 | 47 |
| Total earnings from all other sources, | 10,153 | 70 |
| Total earnings for the year, | $424,494 | 57 |

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.**

| | | |
|---|---|---|
| Extension or alteration of road, | $18,027 | 11 |
| Passenger and freight-houses, | 193 | 50 |
| New shops (machine and car) and engine-houses, | 3,234 | 93 |
| New wood and water stations (including water-tanks) and water pipes for same, | 2,830 | 10 |
| Any other expenditures chargeable to this account, | 7,734 | 64 |
| Total, | $32,020 | 28 |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| Conducting Transportation. | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Agents, | | | | | $5,814 | 31 |
| Baggage-masters, | $960 | 00 | | | 960 | 00 |
| Cars, cleaning, and inspecting, | 214 | 88 | $385 | 86 | 600 | 74 |
| Car furniture and fixtures, | 33 | 42 | 33 | 11 | 66 | 53 |
| Car service, | | | 20,808 | 90 | 20,808 | 90 |
| Clerks, | | | | | 2,949 | 96 |
| Conductors and brakemen, | 2,284 | 76 | 14,239 | 09 | 16,523 | 85 |
| Dispatchers, | | | 960 | 00 | 960 | 00 |
| Expenses of stations, except labor, | | | | | 1,015 | 78 |
| Heating cars, | 116 | 39 | | | 116 | 39 |
| Incidentals, | 157 | 45 | 656 | 72 | 814 | 17 |
| Labor at stations, | | | 969 | 92 | 969 | 92 |
| Lighting cars, | | | | | 156 | 62 |
| Loss and damage, | | | 1,637 | 38 | 1,637 | 38 |
| Mail expenses, | | | | | 120 | 00 |
| Office expenses, | | | | | 840 | 55 |
| Stationery and printing, | 360 | 73 | 714 | 94 | 1,075 | 67 |
| Stations, repairs of and furniture for, | | | | | 716 | 26 |

| | | | | | |
|---|---|---|---|---|---|
| Superintendents, | | | | | $3,500 00 |
| Telegraph expenses, | | | | | 3,254 59 |
| Watchmen, | | | | | 300 00 |
| Wharves and scales, repairs of, | | | $1,655 | 50 | 1,655 50 |
| Wrecks, clearing, | | | 491 | 08 | 491 08 |
| Total, | | | | | $65,348 20 |
| **Motive Power.** | | | | | |
| Enginemen and firemen, passenger, | $3,074 | 67 | | | $3,074 67 |
| Enginemen and firemen, freight, | | | $11,154 | 12 | 11,154 12 |
| Engine-houses and machine-shop, &c., repairs of, | | | | | 318 47 |
| Fuel for heating. shop expenses, | | | | | 2,269 13 |
| Fuel for locomotives, | | | | | 8,194 14 |
| Incidentals, hostling and cleaning, | 1,024 | 89 | 2,413 | 27 | 3,438 16 |
| Locomotive furniture and fixtures, | | | | | 243 94 |
| Locomotives, repairs of, | 2,808 | 46 | 8,340 | 01 | 11,148 47 |
| Oil, waste, and tallow for locomotives, | | | | | 1,613 38 |
| Tools and machinery, repairs of, | | | | | 1,192 81 |
| Water, wood, and coal stations, expenses and repairs of, | | | | | 778 16 |
| Total, | | | | | $43,425 45 |
| **Maintenance of Way.** | | | | | |
| Ballast, | | | | | $1,495 65 |
| Bridges, repairs of, (including trestles,) | | | | | 13,069 53 |
| Cars, repairs of, (in M. of W. service,) | | | | | 194 74 |
| Cross-ties, | | | | | 12,459 24 |
| Expenses on property, | | | | | 171 52 |
| Foreman, tool and watch-houses, repairs of, | | | | | 13 63 |
| Frogs, splices, and spikes, | | | | | 3,664 26 |
| Incidentals, | | | | | 23 44 |
| Rails, steel, | | | | | 30,099 13 |
| Road-bed, repairs of, labor and material, | | | | | 2,826 94 |
| Snow and ice, removing, | | | | | 1,612 56 |
| Superintendents and supervisors, | | | | | 1,200 00 |
| Switches, | | | | | 1,143 88 |
| Taxes on real estate for road, | | | | | 264 69 |
| Telegraph, repairs of, | | | | | 940 10 |
| Tools and repairs of tools, | | | | | 1,193 79 |
| Track, repairing, | | | | | 16,765 21 |
| Watchmen, | | | | | 2,295 49 |
| Total, | | | | | $89,433 80 |
| **Maintenance of Cars.** | | | | | |
| Cars, repairs of freight, | | | $3,239 | 22 | $3,239 22 |
| Cars, repairs of passenger, baggage, express, and postal, | $1,906 | 54 | | | 1,906 54 |
| Oil, tallow, waste, &c., | | | | | 90 59 |
| Total, | | | | | $5,236 35 |

**EARNINGS—Summary.**

| | | | | |
|---|---|---|---|---|
| Passenger transportation, local, | $10,062 86 | | | |
| Passenger transportation, through, | 38,286 54 | Total, | $48,349 | 40 |
| Freight transportation, local, | 216,429 68 | | | |
| Freight transportation, through, | 149,561 79 | Total, | 365,991 | 47 |
| Mail service, | | | 3,622 | 88 |
| Express service, | | | 3,699 | 49 |
| Miscellaneous, | | | 2,831 | 33 |
| Total, | | | $424,494 | 57 |
| Total railroad receipts, as above, | $424,494 57 | | | |
| Receipts from collieries and coal lands, | 5,504 45 | | | |
| | | | $429,999 | 02 |

**OPERATING EXPENSES—Summary.**

| | Passenger. | Freight. | Total. | |
|---|---|---|---|---|
| Conducting transportation, | | | $65,348 | 20 |
| Motive power, | | | 43,425 | 45 |
| Maintenance of way, | | | 89,433 | 80 |
| Maintenance of cars, | | | 5,236 | 35 |
| General expenses at Philadelphia office, including salaries, lawyers' fees, fire insurance, and taxes, State of Pennsylvania, | | | 24,399 | 91 |
| Total, | | | $227,843 | 71 |

| | | |
|---|---|---|
| Operating expenses, 53.67 per cent. of earnings. | | |
| Earnings per mile of road operated, | $5,237 | 50 |
| Expenses per mile of road operated, | 2,811 | 15 |
| Net earnings, | $2,426 | 35 |

# *Lehigh Valley.*

## EARNINGS FOR THE YEAR.—From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. |
| December, 1882, | | | | | | | | | $58,251 28 |
| January, 1883, | | | | | | | | | 46,815 88 |
| February, 1883, | | | | | | | | | 50,273 78 |
| March, 1883, | | | | | | | | | 50,288 17 |
| April, 1883, | | | | | | | | | 53,021 05 |
| May, 1883, | | | | | | | | | 62,506 21 |
| June, 1883, | | | | | | | | | 61,145 24 |
| July, 1883, | | | | | | | | | 77,878 41 |
| August, 1883, | | | | | | | | | 91,725 94 |
| September, 1883, | | | | | | | | | 84,401 93 |
| October, 1883, | | | | | | | | | 78,342 50 |
| November, 1883, | | | | | | | | | 64,989 40 |
| Total, | | | | | | | | | $779,639 79 |

## From Transportation of Freight and Coal.

| Months. | Coal. | | | Through and Local Freight. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| December, 1882, | | $667,331 33 | | | $155,137 83 | | | | |
| January, 1883, | | 527,980 94 | | | 138,098 94 | | | | |
| February, 1883, | | 472,871 65 | | | 138,129 05 | | | | |
| March, 1883, | | 619,194 72 | | | 164,256 76 | | | | |
| April, 1883, | | 588 590 15 | | | 163,872 33 | | | | |
| May, 1883, | | 559 507 25 | | | 167,491 54 | | | | |
| June, 1883, | | 605,690 35 | | | 163,441 15 | | | | |
| July, 1883, | | 560,773 82 | | | 154,882 47 | | | | |
| August, 1883, | | 746,205 70 | | | 182,487 24 | | | | |
| September, 1883, | | 672,594 18 | | | 184,689 04 | | | | |
| October, 1883, | | 702,496 50 | | | 201,711 99 | | | | |
| November, 1883, | | 678,559 35 | | | 171,206 76 | | | | |
| Totals, | | $7,401,795 94 | | | $1,985,405 10 | | | | |

**From all other Sources.**

| MONTHS. | Mails. | | Express. | |
|---|---|---|---|---|
| December, 1882, | $2,429 | 76 | $2,067 | 42 |
| January, 1883, | 2,429 | 76 | 1,270 | 84 |
| February, 1883, | 2,429 | 76 | 1,221 | 67 |
| March, 1883, | 2,429 | 76 | 1,473 | 43 |
| April, 1883, | 2,429 | 76 | 1,456 | 24 |
| May, 1883, | 2,429 | 76 | 1,650 | 91 |
| June, 1883, | 2,429 | 76 | 1,675 | 65 |
| July, 1883, | 2,429 | 76 | 2,257 | 07 |
| August, 1883, | 2,429 | 76 | 2,241 | 13 |
| September, 1883, | 2,429 | 76 | 2,587 | 31 |
| October, 1883, | 2,429 | 76 | 2,010 | 84 |
| November, 1883, | 2,429 | 76 | 2,239 | 40 |
| Totals, | $29,157 | 12 | $22,151 | 91 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger, express, and mail earnings for the year, | $830,948 | 82 |
| Total freight earnings for the year, | 9,387,201 | 04 |
| Total earnings for the year, | $10,218,149 | 86 |

**EARNINGS--Summary.**

| | | |
|---|---|---|
| Passenger transportation, local and through, | $779,639 | 79 |
| Freight transportation, local and through, | 9,387,201 | 04 |
| Mail service, | 29,157 | 12 |
| Express service, | 22,151 | 91 |
| Miscellaneous, | 1,092,022 | 13 |
| Total, | $11,310,171 | 99 |

**OPERATING EXPENSES--Summary.**

| | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, &c., | $633,446 | 42 | $5,542,209 | 74 | $2,467,045 | 08 |
| Motive power and machinery, | | | | | 750,888 | 73 |
| Maintenance of way and buildings, | | | | | 1,918,080 | 31 |
| Maintenance of cars, | | | | | 1,039,642 | 04 |
| General expenses, | | | | | | |
| Total, | | | | | $6,175,656 | 16 |

| | | |
|---|---|---|
| Operating expenses, 60.54 per cent. of earnings. | | |
| Earnings per mile of road operated, | $3,155 | 69 |
| Expenses per mile of road operated, | 1,907 | 24 |
| Net earnings per mile of road operated, | 1,248 | 45 |
| Net earnings, | $5,134,515 | 83 |

# *Northern Central.*

## EARNINGS FOR THE YEAR.—From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers. | Miles. | Amount. | Passengers. | Miles. | Amount. | Passengers | Miles. | Amount. |
| January, 1883. | | | | | | | 134,103 | 1,667,810 | $42,351 28 |
| February, 1883, | | | | | | | 144,232 | 1,548,720 | 43,122 29 |
| March, 1883, | | | | | | | 133,151 | 1,549,987 | 40,707 32 |
| April, 1883, | | | | | | | 147 882 | 1,712,582 | 44,030 11 |
| May, 1883, | | | | | | | 162,808 | 1,940,419 | 48 370 80 |
| June, 1883, | | | | | | | 169,647 | 1,983,395 | 50,206 06 |
| July, 1883, | | | | | | | 179,595 | 2,182,655 | 52,883 24 |
| August, 1883. | | | | | | | 209,050 | 2,618 651 | 63 853 18 |
| September, 1883, | | | | | | | 241,105 | 2,875,264 | 63,681 29 |
| October, 1883, | | | | | | | 227,023 | 2 293,303 | 57,213 08 |
| November, 1883, | | | | | | | 136 392 | 1 947,218 | 50,127 18 |
| December, 1883, | | | | | | | 168,720 | 1,837,956 | 48 468 62 |
| Totals, | | | | | | | 2,103,708 | 24,157,960 | $605,014 45 |

### The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through and way passengers, 2.504 cents.

## From Transportation of Freight.

| Months. | Through Freight. | | | Local Freight. | | | Totals. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. |
| January, 1883, | 72,107 | $89,234 87 | 9,950,766 | 336,306 | $181,693 27 | 16,803 841 | 408,413 | $270,928 14 | 26,754,607 |
| February, 1883, | 76,817 | 89 892 39 | 10,600,746 | 332,797 | 166,789 89 | 15 550 681 | 409,614 | 256,682 28 | 26 151,427 |
| March, 1883, | 56,726 | 65 102 80 | 7,828,188 | 394,545 | 200 496 18 | 17,896,876 | 451,271 | 265 598 98 | 25,635 064 |
| April, 1883, | 71,544 | 87,109 22 | 9,873,072 | 353 196 | 175,475 28 | 15,948 717 | 424,740 | 262,584 50 | 25,821,789 |
| May, 1883, | 88,394 | 93,968 49 | 12 198 372 | 371 279 | 173,438 67 | 16 309,496 | 459,673 | 267,407 16 | 28,507 868 |
| June, 1883, | 69,729 | 81,722 24 | 9 622 602 | 356,163 | 159 393 57 | 15 138 683 | 425,892 | 241,115 81 | 24,761,285 |
| July, 1883, | 60 225 | 73 855 97 | 8 311 050 | 351,121 | 154,342 35 | 16,175,670 | 411 346 | 228 198 32 | 24 486 720 |
| August 1883. | 91 035 | 72 019 80 | 12,562 830 | 469,492 | 242 888 55 | 23,330 350 | 560 527 | 314 908 35 | 35,893,180 |
| September, 1883, | 41 505 | 80,908 29 | 5 727 690 | 430 600 | 202,356 70 | 19,393,954 | 472,105 | 283 264 99 | 25 121 644 |
| October, 1883. | 73,717 | 85,267 57 | 10,246 663 | 436 570 | 211 907 05 | 20,061 755 | 510,287 | 297,174 62 | 30 308,418 |
| November, 1883, | 62,455 | 79 235 67 | 8,681 245 | 399 926 | 181,783 03 | 18 040 012 | 462 381 | 261 023 70 | 26,721,257 |
| December, 1883, | 44,767 | 56 787 98 | 6,222 613 | 372,833 | 165,217 76 | 16,674,829 | 417,600 | 222,005 74 | 22 897,442 |
| Totals, | 809,021 | $955 105 29 | 111,825 837 | 4 604 828 | $2,215,787 30 | 211,234 864 | 5,413,849 | $3,170 892 59 | 323,060,701 |

**From all other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, | $2,536 | 97 | $3,324 | 28 | $22,386 | 00 | $28,247 | 25 |
| February, 1883, | 2,536 | 97 | 4,681 | 38 | 27,711 | 88 | 34,930 | 23 |
| March, 1883, | 2,536 | 97 | 4,393 | 37 | 25,027 | 46 | 31,957 | 80 |
| April, 1883, | 2,536 | 97 | 3,847 | 05 | 21,431 | 55 | 27,815 | 57 |
| May, 1883, | 2,536 | 97 | 4,284 | 73 | 22,366 | 10 | 29,187 | 80 |
| June, 1883, | 2,536 | 98 | 3,701 | 45 | 15,565 | 83 | 21,804 | 26 |
| July, 1883, | 2,536 | 97 | 4,571 | 49 | 29,539 | 61 | 36,648 | 07 |
| August, 1883, | 2,497 | 30 | 3,578 | 24 | 25,279 | 10 | 31,354 | 64 |
| September, 1883, | 2,180 | 58 | 3,492 | 55 | 15,992 | 56 | 21,665 | 69 |
| October, 1883, | 2,140 | 29 | 8,615 | 54 | 23,156 | 64 | 33,912 | 47 |
| November, 1883, | 2,131 | 11 | 7,170 | 30 | 27,976 | 11 | 37,277 | 52 |
| December, 1883, | 2,131 | 07 | 6,113 | 56 | 11,871 | 39 | 20,116 | 02 |
| Totals, | $28,839 | 15 | $57,773 | 94 | $268,304 | 23 | $354,917 | 32 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, | $605,014 | 45 |
| Total freight earnings for the year, | 3,170,892 | 59 |
| Total earnings from all other sources, | 354,917 | 32 |
| Total earnings for the year, | $4,130,824 | 36 |
| Total earnings from all sources on whole length of line, | $4,130,824 | 36 |
| Proportion of earnings in Pennsylvania to earnings of whole line, | 3,060,970 | 57 |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| Conducting Transportation. | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Advertising, | $4,276 | 89 | $208 | 16 | $4,485 | 05 |
| Agents, | 11,329 | 61 | 29,785 | 06 | 41,114 | 67 |
| Baggage-masters, | 18,286 | 11 | | | 18,286 | 11 |
| Brakemen, | 11,759 | 04 | 124,096 | 97 | 136,856 | 01 |
| Cars, cleaning, | 15,673 | 75 | 20,505 | 91 | 36,179 | 66 |
| Car furniture and fixtures, | 4,552 | 44 | 3,895 | 27 | 8,447 | 71 |
| Car service, | 40 | 21 | 25,786 | 23 | 25,826 | 44 |
| Clerks, | 10,060 | 93 | 63,887 | 09 | 73,948 | 02 |
| Conductors and train agents, | 16,743 | 54 | 57,987 | 74 | 74,731 | 28 |
| Dispatchers, | 5,353 | 45 | 23,521 | 85 | 28,875 | 30 |
| Docks, dredging and cleaning, | | | 7,117 | 28 | 7,117 | 28 |
| Expenses of grain elevators, | | | 6,152 | 77 | 6,152 | 77 |
| Expenses of stations, except labor, | 2,453 | 19 | 6,584 | 91 | 9,038 | 10 |
| Foreign agencies, | 10,891 | 51 | 1,158 | 66 | 12,050 | 17 |
| Heating cars, | 1,421 | 49 | 240 | 30 | 1,661 | 79 |
| Heating stations, | 1,363 | 51 | 957 | 45 | 2,320 | 96 |
| Incidentals, | 3,434 | 55 | 8,144 | 26 | 11,578 | 81 |
| Insurance, | 3,288 | 60 | 14,380 | 68 | 17,669 | 28 |
| Labor at stations, | 13,376 | 19 | 35,780 | 68 | 49,156 | 87 |
| Legal expenses, | 561 | 08 | 1,708 | 14 | 2,269 | 22 |
| Lighting cars, | 788 | 72 | 820 | 50 | 1,609 | 22 |
| Lighting stations, | 8,893 | 48 | 1,379 | 82 | 9,273 | 30 |
| Loss and damage, | 140 | 00 | 10,953 | 84 | 11,093 | 84 |
| Mail expenses, | 288 | 00 | | | 288 | 00 |
| Oil, tallow, waste, &c., | 1,354 | 31 | 4,245 | 21 | 5,599 | 52 |
| Stationery and printing, | 3,912 | 60 | 7,616 | 74 | 11,529 | 34 |
| Stations, repairs of and furniture for, | 15,220 | 06 | 25,140 | 44 | 40,360 | 50 |
| Superintendents, | 1,628 | 07 | 4,883 | 76 | 6,511 | 83 |
| Switchmen, | 3,942 | 57 | 7,570 | 64 | 11,513 | 21 |
| Taxes on stations, | 16 | 36 | 444 | 20 | 460 | 56 |
| Taxes, State, | 5,116 | 45 | 23,253 | 94 | 28,370 | 39 |
| Teaming, | 11 | 50 | 37,334 | 96 | 37,346 | 46 |
| Telegraph expenses, | 10,156 | 43 | 32,220 | 84 | 42,377 | 27 |
| Watchmen, | 4,792 | 67 | 18,132 | 15 | 22,924 | 82 |
| Wharves and landings, repairs of, | | | 54,454 | 08 | 54,454 | 08 |
| Wrecks, clearing, | 29 | 08 | 3,677 | 37 | 3,706 | 45 |
| Totals, | $191,156 | 39 | $664,027 | 90 | $855,184 | 29 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Motive Power.** | | | | | | |
| Enginemen and firemen, passenger, | $35,347 | 68 | . . . . . | | $35,347 | 68 |
| Enginemen and firemen, freight, . | . . . . | | $122,812 | 38 | 122,812 | 38 |
| Engine-houses and machine-shop, &c., repairs of, . . . . . | 4,223 | 87 | 12,671 | 62 | 16,895 | 49 |
| Fuel for heating, . . . . . | 274 | 18 | 722 | 53 | 996 | 71 |
| Fuel for locomotives, . . . . . | 36,131 | 55 | 193,586 | 03 | 229,717 | 58 |
| Incidentals, . . . . . | 3,691 | 67 | 11,075 | 02 | 14,766 | 69 |
| Laborers, . . . . . | 9,354 | 07 | 28,062 | 23 | 37,416 | 30 |
| Locomotive furniture and fixtures, | 1,143 | 95 | 3,431 | 85 | 4,575 | 80 |
| Locomotives, repairs of, . . . . . | 38,535 | 94 | 145,298 | 99 | 183,834 | 93 |
| Oil for locomotives, . . . . . | 1,323 | 67 | 5,009 | 33 | 6,333 | 00 |
| Rental of engines, . . . . . | 350 | 60 | 883 | 60 | 1,234 | 20 |
| Stationery and printing, . . . . . | 286 | 70 | 860 | 11 | 1,146 | 81 |
| Tallow for locomotives, . . . . . | 1,322 | 64 | 5,247 | 52 | 6,570 | 16 |
| Taxes on engine-houses and shops, | 94 | 77 | 300 | 34 | 395 | 11 |
| Tools and machinery, repairs of, . | 6,610 | 01 | 19,830 | 03 | 26,440 | 04 |
| Waste for locomotives, . . . . . | 1,000 | 63 | 2,286 | 21 | 3,286 | 84 |
| Watchmen, . . . . . | 594 | 18 | 1,782 | 55 | 2,376 | 73 |
| Water, wood, and coal stations, expenses and repairs of, . . . . . | 6,027 | 67 | 18,083 | 02 | 24,110 | 69 |
| Totals, . . . . . | $146,313 | 78 | $571,943 | 36 | $718,257 | 14 |
| **Maintenance of Way.** | | | | | | |
| Ballast, . . . . . | $10,313 | 39 | $30,940 | 17 | $41,253 | 56 |
| Bridges, repairs of, . . . . . | 23,197 | 40 | 69,592 | 19 | 92,789 | 59 |
| Cars, repairs of, (in M. of W. service,) | 2,309 | 81 | 6,929 | 43 | 9,239 | 24 |
| Clerks, . . . . . | 423 | 63 | 1,270 | 91 | 1,694 | 54 |
| Cross-ties, . . . . . | 20,752 | 62 | 62,257 | 86 | 83,010 | 48 |
| Expenses on property, . . . . . | 1,474 | 06 | 4,422 | 19 | 5,896 | 25 |
| Foreman, tool, and watch-houses, repairs of, . . . . . | 489 | 30 | 1,467 | 92 | 1,957 | 22 |
| Frogs, . . . . . | 2,418 | 73 | 7,256 | 19 | 9,674 | 92 |
| Incidentals, . . . . . | 98 | 70 | 296 | 13 | 394 | 83 |
| Oil, tallow, waste, &c., . . . . . | 119 | 57 | 358 | 71 | 478 | 28 |
| Rails, iron, . . . . . | 2,098 | 62 | 6,295 | 87 | 8,394 | 49 |
| Rails, steel, . . . . . | 9,733 | 11 | 29,199 | 34 | 38,932 | 45 |
| Road-bed, repairs of, labor and material, . . . . . | 23,641 | 31 | 70,923 | 93 | 94,565 | 24 |
| Snow and ice, removing, . . . . . | 2,121 | 48 | 6,364 | 44 | 8,485 | 92 |
| Spikes, . . . . . | 1,245 | 44 | 3,736 | 30 | 4,981 | 74 |
| Splices, . . . . . | 1,895 | 28 | 5,685 | 83 | 7,581 | 11 |
| Stationery and printing, . . . . . | 72 | 17 | 216 | 54 | 288 | 71 |
| Superintendents and supervisors, . | 1,872 | 59 | 5,617 | 78 | 7,490 | 37 |
| Switches, . . . . . | 3,332 | 52 | 9,997 | 55 | 13,330 | 07 |
| Taxes on real estate for road, . . . | 1,301 | 42 | 3,904 | 27 | 5,205 | 69 |
| Telegraph, repairs of, . . . . . | 1,178 | 19 | 3,534 | 56 | 4,712 | 75 |
| Tools and repairs of tools, . . . . . | 1,572 | 46 | 4,717 | 40 | 6,289 | 86 |
| Track, repairing, . . . . . | 25,255 | 55 | 75,766 | 64 | 101,022 | 19 |
| Watchman, . . . . . | 3,339 | 01 | 10,017 | 02 | 13,356 | 03 |
| Totals, . . . . . | $140,256 | 36 | $420,769 | 17 | $561,025 | 53 |
| **Maintenance of Cars.** | | | | | | |
| Car-shops and sheds, repairs of, . | $238 | 30 | $714 | 91 | $953 | 21 |
| Cars, repairs of freight, . . . . . | . . . . . | | 337,873 | 70 | 337,873 | 70 |
| Cars, repairs of passenger, baggage, express, and postal, . . . . . | 84,073 | 07 | . . . . . | | 84,073 | 07 |
| Fuel for heating, . . . . . | 343 | 38 | 1,030 | 12 | 1,373 | 50 |
| Incidentals, . . . . . | 249 | 85 | 749 | 56 | 999 | 41 |
| Laborers, . . . . . | 1,583 | 50 | 4,750 | 50 | 6,334 | 00 |
| Tools and repairs of tools, . . . . . | 403 | 13 | 1,209 | 40 | 1,612 | 53 |
| Watchmen, . . . . . | 280 | 93 | 842 | 79 | 1,123 | 72 |
| Totals, . . . . . | $87,172 | 16 | $347,170 | 98 | $434,343 | 14 |
| **General Expenses.** | | | | | | |
| Advertising, . . . . . | $74 | 41 | $223 | 29 | $297 | 70 |
| Attendants, . . . . . | 285 | 84 | 857 | 55 | 1,143 | 39 |
| Clerks, . . . . . | 5,470 | 47 | 16,411 | 46 | 21,881 | 93 |
| Fuel and light, . . . . . | 46 | 05 | 138 | 21 | 184 | 26 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Incidentals and legal expenses, . . | $1,129 | 06 | $3,387 | 18 | $4,516 | 24 |
| Office expenses, repairs, and furniture, . . . . . | 475 | 01 | 1,425 | 01 | 1,900 | 02 |
| Salaries of president and other officers, . . . . . | 2,383 | 48 | 7,150 | 43 | 9,533 | 91 |
| Stationery and blanks, . . . . . | 722 | 51 | 2,167 | 56 | 2,890 | 07 |
| Totals, . . . . . | $10,586 | 83 | $31,760 | 69 | $42,347 | 52 |

**EARNINGS—Summary.**

| | | |
|---|---|---|
| Passenger transportation, local and through, . . . . . | $605,014 | 45 |
| Freight transportation, local and through, . . . . . | 3,170,892 | 59 |
| Mail service, . . . . . | 28,839 | 15 |
| Express service, . . . . . | 57,773 | 94 |
| Miscellaneous, . . . . . | 268,304 | 23 |
| Total, . . . . . | $4,130,824 | 36 |

**OPERATING EXPENSES—Summary.**

| | Passengers. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, . . . . | $191,156 | 39 | $664,027 | 90 | $855,184 | 29 |
| Motive power, . . . . . | 146,313 | 78 | 571,943 | 36 | 718,257 | 14 |
| Maintenance of way, . . . . . | 140,256 | 36 | 420,769 | 17 | 561,025 | 53 |
| Maintenance of cars, . . . . . | 87,172 | 16 | 347,170 | 98 | 434,343 | 14 |
| General expenses, . . . . . | 10,586 | 83 | 31,760 | 69 | 42,347 | 52 |
| Totals, . . . . . | $575,485 | 52 | $2,035,672 | 10 | $2,611,157 | 62 |

| | | |
|---|---|---|
| Operating expenses, 63.21 per cent. of earnings. | | |
| Earnings per mile of road operated, . . . . . | $29,718 | 16 |
| Expenses per mile of road operated, . . . . . | 18,785 | 31 |
| Net earnings, . . . . . | $10,932 | 85 |

# *Pennsylvania.*

## EARNINGS FOR THE YEAR.—From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Pass'gers | Miles. | Amount. | Pass'gers | Miles. | Amount. | Pass'gers | Miles. | Amount. |
| January, 1883. | 15,827 | 5,588 514 | $133.056 93 | 711,232 | 11,053,285 | $278 150 93 | 7 7,059 | 16.641,799 | $411,207 86 |
| February, 1883, | 13.866 | 4,895,908 | 114 173 51 | 717,064 | 10,038,882 | 255.861 53 | 730 930 | 14 934,790 | 370,035 04 |
| March, 1883, | 17,116 | 6 043.660 | 138,384 81 | 837,293 | 12.178.880 | 312.725 09 | 854 409 | 18 222.540 | 451,109 90 |
| April, 1883, | 20,406 | 7,205.358 | 160,108 57 | 815.365 | 12 478.828 | 326,198 41 | 835 771 | 19 684,186 | 486 306 98 |
| May. 1883. | 23 768 | 8.392.657 | 177.981 17 | 896,570 | 13.548 097 | 344 771 59 | 920.338 | 21 940,754 | 522 752 76 |
| June, 1883, | 21.224 | 7,492,072 | 165 643 07 | 900,424 | 14,040.851 | 357.842 45 | 921,648 | 21,532.923 | 523.485 52 |
| July, 1883. | 20,471 | 7,226 087 | 135,320 94 | 968.036 | 15 873 958 | 391.630 73 | 988,507 | 23,100 045 | 556 951 67 |
| August, 1883. | 21,531 | 7,600 619 | 177,148 54 | 1,007,096 | 17,353 784 | 426.459 62 | 1,028,627 | 24.954 403 | 603 608 16 |
| September, 1883, | 22,190 | 7,833.070 | 184.266 20 | 958 373 | 15.759 114 | 401.908 08 | 980 563 | 23.592 184 | 586 174 28 |
| October, 1883. | 20.840 | 7,356,520 | 167 771 33 | 943,288 | 15 139.050 | 388 348 91 | 964.128 | 22.495,570 | 556,120 24 |
| November, 1883, | 15,522 | 5.479.266 | 128,638 66 | 838 798 | 12,546,411 | 319 989 76 | 854 320 | 18.025 677 | 448 628 42 |
| December, 1883, | 16,511 | 5,823,559 | 133,871 33 | 874,663 | 13 757,446 | 339,373 19 | 891,174 | 19,586,005 | 473.244 52 |
| Totals, | 229,272 | 80,942,290 | $1,846,365 06 | 10,468,202 | 163,768 586 | $4,143,260 29 | 10 697,474 | 244 710,876 | $5 989,625 35 |

**The Rate of Fare for Passengers Charged for the respestive Classes per Mile.**

For through business, 2 28 cents; for local business, 2.53 cents; total business, 2.45 cents.

## From Transportation of Freight.

| Months. | Through Freight. | | | Local Freight. | | | Totals. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | To s. | Money. | Mileage. |
| January, 1883. | 164.750 | $459, 836 52 | 58, 906 880 | 1,520.445 | $1 508.158 66 | 173,222 264 | 1,685,195 | $1,967,995 18 | 232,129.144 |
| February, 1883, | 155,250 | 464,352 68 | 55,522 706 | 1,393,380 | 1,474.543 43 | 173,568.935 | 1.548.630 | 1,938,896 11 | 229 091 641 |
| March. 1883, | 181.644 | 491,856 76 | 64,973.901 | 1,606,050 | 1,611.919 75 | 189 542.237 | 1,787 694 | 2,103.776 51 | 254 516.138 |
| April, 1883, | 155,040 | 434,690 02 | 55,451 730 | 1,519 574 | 1.567 386 94 | 178.337.346 | 1,674 614 | 2 002 076 96 | 233 789,076 |
| May, 1883. | 145,118 | 381 230 61 | 51,887,195 | 1,609 796 | 1,662,309 30 | 193.084,212 | 1 754.914 | 2 043,539 91 | 244 971 407 |
| June, 1883, | 141 642 | 407 990 42 | 50,648.017 | 1,552 563 | 1,501 994 37 | 177 228.011 | 1.694.205 | 1,909 984 79 | 227 876.028 |
| July. 1883. | 141,954 | 388 380 38 | 50,775,060 | 1,597 280 | 1,481,920 40 | 188 765.022 | 1,739.234 | 1.870 300 78 | 239,540 082 |
| August, 1883, | 190 016 | 476,197 00 | 67.971,311 | 1.830,480 | 1,701,904 67 | 205 227,098 | 2 020,496 | 2 178 101 67 | 273 198 409 |
| September, 1883, | 176,577 | 446,346 31 | 63.144 484 | 1,732 534 | 1,637.856 33 | 197,470.035 | 1,909 111 | 2 114 202 64 | 260 614 519 |
| October, 1883. | 178 844 | 445.103 30 | 63.963.609 | 1.961 203 | 1,872 508 69 | 223 869.711 | 2 140.047 | 2,317.611 99 | 287, 833 320 |
| November, 1883, | 165,496 | 427.463 47 | 59,183 001 | 1,844 648 | 1,821 046 23 | 212,972 034 | 2 010 144 | 2 248 509 70 | 272 155.035 |
| December, 1883, | 141,519 | 368 420 91 | 50,737 020 | 1,568,357 | 1,473,372 30 | 190.440,748 | 1,709 876 | 1,841,793 21 | 241,177,768 |
| Totals, | 1,937,850 | $5,191,868 38 | 693,164,914 | 19,736,310 | $19,344,921 07 | 2,303,727,653 | 21,674,160 | $24,536,789 45 | 2 996,892,567 |

**From all other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, . . | $39,504 | 65 | $35,522 | 16 | $52,434 | 28 | $127,461 | 09 |
| February, 1883, . | 39,504 | 65 | 22,600 | 32 | 33,009 | 69 | 95,114 | 66 |
| March, 1883, . . . | 39,491 | 49 | 36,217 | 43 | 38,031 | 00 | 113,739 | 92 |
| April, 1883, . . . | 39,504 | 65 | 35,950 | 46 | 32,437 | 74 | 107,892 | 85 |
| May, 1883, . . . . | 40,426 | 20 | 36,530 | 27 | 70,027 | 61 | 146,984 | 08 |
| June, 1883, . . . | 40,297 | 96 | 35,273 | 23 | 49,536 | 96 | 125,108 | 15 |
| July, 1883, . . . . | 39,670 | 64 | 31,050 | 25 | 35,670 | 95 | 106,391 | 84 |
| August, 1883, . . | 39,670 | 64 | 36,202 | 20 | 31,896 | 63 | 107,769 | 47 |
| September, 1883, . | 42,269 | 52 | 40,675 | 98 | 56,915 | 41 | 139,860 | 91 |
| October, 1883, . | 39,670 | 67 | 51,136 | 96 | 55,477 | 21 | 146,284 | 84 |
| November, 1883, . | 41,141 | 50 | 51,309 | 49 | 40,398 | 48 | 132,849 | 47 |
| December, 1883, . | 43,200 | 11 | 52,796 | 91 | 45,944 | 19 | 141,941 | 21 |
| Totals, . . . . | $484,352 | 68 | $465,265 | 66 | $541,780 | 15 | $1,491,398 | 49 |

| RECAPITULATION. | | |
|---|---|---|
| Total passenger earnings for the year, . . . . . | $5,989,625 | 35 |
| Total freight earnings for the year, . . . . . | 24,536,789 | 45 |
| Total earnings from all other sources, . . . . . | 1,491,398 | 49 |
| Total earnings for the year, . . . . . | $32,017,813 | 29 |

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.**

| | | |
|---|---|---|
| Extension and alteration of road, . . . . . | $738,495 | 31 |
| Land or land damages, . . . . . | 399,192 | 45 |
| Passenger and freight-houses, . . . . . | 36,497 | 62 |
| New locomotives, number of, 104, . . . . . | 1,070,557 | 72 |
| New passenger cars, number of, 60, . . . . . | 297,682 | 34 |
| New postal cars, (letter and storage,) number of, 4, . . . . . | 12,000 | 00 |
| New freight cars, (8-wheel,) number of, 1,000, . . . . . | 250,000 | 00 |
| New freight cars, (4-wheel, cabin,) number of, 30, . . . . . | 15,137 | 25 |
| New steamboats, (including ferry boats and tugs,) number of, 2, . . | 36,000 | 00 |
| New floating equipment other than "steamboats," number of, 2, . . | 20,000 | 40 |
| New machinery, . . . . . | 16,497 | 92 |
| New wood and water stations, (including water tanks,) . . . . . | 7,800 | 00 |
| Any other expenditures chargeable to this account, . . . . . | 49,652 | 05 |
| Total, . . . . . | $2,949,513 | 06 |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| Conducting Transportation. | PASSENGERS. | | FREIGHT. | | TOTAL. | |
|---|---|---|---|---|---|---|
| Advertising, . . . . . | $44,141 | 13 | $19,351 | 63 | $63,492 | 76 |
| Agents, . . . . . | 74,469 | 30 | 115,936 | 27 | 190,405 | 57 |
| Baggage-masters, . . . . . | 92,927 | 11 | . . . . | . . | 92,927 | 11 |
| Brakemen, . . . . . | 109,819 | 83 | 1,030,516 | 77 | 1,140,336 | 60 |
| Cars, cleaning, . . . . . | 73,655 | 28 | 33,010 | 26 | 106,665 | 54 |
| Car furniture and fixtures, . . . . | 19,574 | 87 | 44,506 | 21 | 64,081 | 08 |
| Car service, . . . . . | 20,521 | 66 | 554,140 | 27 | 574,661 | 93 |
| Clerks, . . . . . | 75,079 | 23 | 399,752 | 61 | 474,831 | 84 |
| Conductors and train agents, . . . | 125,606 | 56 | 399,418 | 22 | 525,024 | 78 |
| Dispatchers, . . . . . | 28,826 | 29 | 119,373 | 77 | 148,200 | 06 |
| Docks, dredging, and cleaning, . . . . . | . . | | 14,452 | 71 | 14,452 | 71 |
| Expenses of grain elevators, . . . . . | . . | | 2,671 | 07 | 2,671 | 07 |
| Expenses of stations, except labor, | 22,233 | 44 | 25,785 | 34 | 48,018 | 78 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Foreign agencies, | $55,911 | 35 | $1,850 | 14 | $57,761 | 49 |
| Heating cars, | 20,073 | 01 | 1,809 | 00 | 21,882 | 01 |
| Heating stations, | 16,053 | 63 | 13,154 | 65 | 29,208 | 28 |
| Incidentals, | 70,746 | 56 | 150,174 | 22 | 220,920 | 78 |
| Insurance, | 13,866 | 69 | 48,446 | 57 | 62,313 | 26 |
| Labor at stations, | 33,963 | 89 | 311,218 | 59 | 345,182 | 48 |
| Legal expenses, | 7,742 | 56 | 21,641 | 80 | 29,384 | 36 |
| Lighting cars, | 23,453 | 87 | 4,237 | 90 | 27,691 | 77 |
| Lighting stations, | 23,452 | 58 | 30,696 | 01 | 54,148 | 59 |
| Loss and damage, | 20,923 | 14 | 97,505 | 89 | 118,429 | 03 |
| Mail expenses, | 8,876 | 52 | . . . | | 8,876 | 52 |
| Oil for lamps, | 10,418 | 40 | 44,500 | 80 | 54,919 | 20 |
| Stationery and printing, | 55,323 | 92 | 136,167 | 54 | 191,491 | 46 |
| Stations, repairs of and furniture for, | 156,096 | 54 | 171,450 | 11 | 327,546 | 65 |
| Superintendents, | 13,866 | 61 | 44,320 | 19 | 58,186 | 80 |
| Switchmen, | 19,342 | 32 | 67,646 | 97 | 86,989 | 29 |
| Taxes on stations, | 14,620 | 67 | 49,884 | 53 | 64,505 | 20 |
| Taxes, "State," | 56,475 | 26 | 199,473 | 68 | 255,948 | 94 |
| Teaming, | 42 | 00 | 10,567 | 46 | 10,609 | 46 |
| Telegraph expenses, | 74,345 | 92 | 216,335 | 45 | 290,681 | 37 |
| Watchmen, | 19,068 | 12 | 70,564 | 05 | 89,632 | 17 |
| Wharves and landings, repairs of, | . . . . . | | 8,602 | 39 | 8,602 | 39 |
| Wrecks, clearing, | 1,376 | 67 | 37,708 | 85 | 39,085 | 52 |
| Tolls paid other corporations, | 9,274 | 75 | 50,577 | 73 | 59,852 | 48 |
| Pittsburgh transfer, | . . . . . | . | 118,491 | 14 | 118,491 | 14 |
| Totals, | $1,412,169 | 68 | $4,665,940 | 79 | $6,078,110 | 47 |
| **Motive Power.** | | | | | | |
| Enginemen and firemen, | $270,777 | 69 | $993,708 | 81 | $1,264,486 | 50 |
| Engine-houses, machine shops, &c., repairs of, | 21,543 | 86 | 77,858 | 98 | 99,402 | 84 |
| Fuel for heating, | 2,087 | 82 | 7,702 | 74 | 9,790 | 56 |
| Fuel for locomotives, | 168,425 | 43 | 935,290 | 70 | 1,103,716 | 13 |
| Incidentals, | 19,285 | 21 | 72,123 | 63 | 91,408 | 84 |
| Laborers, | 73,196 | 13 | 275,666 | 71 | 348,862 | 84 |
| Locomotive furniture and fixtures, | 17,061 | 39 | 65,939 | 77 | 83,001 | 16 |
| Locomotives, repairs of, | 218,267 | 16 | 1,357,343 | 61 | 1,575,610 | 77 |
| Oil for locomotives, | 15,895 | 24 | 53,113 | 25 | 69,008 | 49 |
| Sand for locomotives, | 4,552 | 90 | 16,810 | 91 | 21,363 | 81 |
| Stationery and printing, | 3,674 | 95 | 14,171 | 82 | 17,846 | 77 |
| Tallow for locomotives, | 13,370 | 89 | 66,081 | 75 | 79,452 | 64 |
| Taxes on engine-houses and shops, | 8,021 | 22 | 32,083 | 13 | 40,104 | 35 |
| Tools and machinery, repairs of, | 22,198 | 82 | 88,045 | 83 | 110,244 | 65 |
| Waste for locomotives, | 8,191 | 40 | 22,903 | 90 | 31,095 | 30 |
| Watchmen, | 6,732 | 20 | 24,472 | 42 | 31,204 | 62 |
| Water, wood, and coal stations, expenses and repairs of, | 60,797 | 50 | 199,981 | 45 | 260,778 | 95 |
| Totals, | $934,079 | 81 | $4,303,299 | 41 | $5,237,379 | 22 |
| **Maintenance of Way.** | | | | | | |
| Ballast, | $70,212 | 55 | $239,149 | 71 | $309,362 | 26 |
| Bridges, repairs of, | 80,499 | 94 | 168,113 | 02 | 248,612 | 96 |
| Cars, repairs of, (in M. of W. service,) | 7,507 | 72 | 22,631 | 51 | 30,139 | 23 |
| Clerks, | 4,031 | 43 | 12,769 | 58 | 16,801 | 01 |
| Cross-ties, | 135,168 | 89 | 378,861 | 55 | 514,030 | 44 |
| Expenses on property, | 23,927 | 51 | 76,198 | 87 | 100,126 | 38 |
| Foreman, tool, and watch-houses, repairs of, | 4,403 | 19 | 12,472 | 62 | 16,875 | 81 |
| Frogs, | 7,597 | 39 | 24,232 | 46 | 31,829 | 85 |
| Incidentals, | 6,392 | 54 | 23,065 | 64 | 29,458 | 18 |
| Oil, tallow, waste, &c., | 2,055 | 68 | 7,572 | 77 | 9,628 | 45 |
| Rails, iron, | 11,078 | 54 | 21,813 | 14 | 32,891 | 68 |
| Rails, steel, | 87,888 | 22 | 252,327 | 33 | 340,215 | 55 |
| Road-bed, repairs of, labor and material, | 136,389 | 81 | 378,739 | 08 | 515,128 | 89 |
| Snow and ice, removing, | 18,489 | 85 | 60,454 | 59 | 78,944 | 44 |
| Spikes, | 7,698 | 01 | 25,144 | 59 | 32,842 | 60 |
| Splices, | 13,975 | 68 | 40,777 | 50 | 54,753 | 18 |
| Stationery and printing, | 1,456 | 02 | 4,896 | 24 | 6,352 | 26 |
| Superintendents and supervisors, | 15,443 | 80 | 45,459 | 99 | 60,903 | 79 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Switches, | $15,670 | 91 | $54,701 | 39 | $70,372 | 30 |
| Taxes on real estate for road, | 16,822 | 36 | 57,808 | 09 | 74,630 | 45 |
| Telegraph, repairs of, | 17,307 | 34 | 54,190 | 35 | 71,497 | 69 |
| Tools and repairs of tools, | 12,644 | 43 | 37,184 | 73 | 49,829 | 16 |
| Track, repairing, | 205,452 | 23 | 624,794 | 47 | 830,246 | 70 |
| Watchmen, | 32,389 | 42 | 102,628 | 79 | 135,018 | 21 |
| Totals, | $934,503 | 46 | $2,725,988 | 01 | $3,660,491 | 47 |
| **Maintenance of Cars.** | | | | | | |
| Car-shops and sheds, repairs of, | $6,666 | 19 | $26,060 | 92 | $32,727 | 11 |
| Cars, repairs of freight, | . . . . . | . . | 1,915,167 | 90 | 1,915,167 | 90 |
| Cars, repairs of passenger, baggage, express, and postal, | 534,034 | 09 | . . . | | 534,034 | 09 |
| Fuel for heating, | 788 | 71 | 2,731 | 77 | 3,520 | 48 |
| Incidentals, | 1,222 | 22 | 4,889 | 63 | 6,111 | 85 |
| Insurance, | 7,346 | 78 | 21,566 | 65 | 28,913 | 43 |
| Laborers, | 17,261 | 63 | 67,708 | 07 | 84,969 | 70 |
| Oil, tallow, waste, &c., | 13,003 | 23 | 57,373 | 84 | 70,377 | 07 |
| Tools and repairs of tools, | 9,689 | 22 | 37,873 | 01 | 47,562 | 23 |
| Watchmen, | 3,749 | 49 | 14,639 | 16 | 18,388 | 65 |
| Totals, | $593,761 | 56 | $2,148,010 | 95 | $2,741,772 | 51 |
| **General Expenses.** | | | | | | |
| Advertising, | $4,270 | 77 | $17,083 | 04 | $21,353 | 81 |
| Attendants, | 6,380 | 38 | 23,253 | 78 | 29,634 | 16 |
| Clerks, | 55,969 | 59 | 161,490 | 87 | 217,460 | 46 |
| Fuel and light, | 1,905 | 36 | 7,621 | 51 | 9,526 | 87 |
| Incidentals and legal expenses, | 4,556 | 47 | 18,225 | 85 | 22,782 | 32 |
| Office expenses, repairs, and furniture, | 14,322 | 92 | 57,291 | 61 | 71,614 | 53 |
| Salaries of president and other officers, | 42,749 | 36 | 147,597 | 48 | 190,346 | 84 |
| Stationery and blanks, | 6,899 | 65 | 27,598 | 63 | 34,498 | 28 |
| Taxes on real estate, | 1,288 | 52 | 5,154 | 10 | 6,442 | 62 |
| Totals, | $138,343 | 02 | $465,316 | 87 | $603,659 | 89 |

**EARNINGS—Summary.**

| | | | | |
|---|---|---|---|---|
| Passenger transportation, local, | $4,143,260 29 | Total, | $5,989,625 | 35 |
| Passenger transportation, through, | 1,846,365 06 | | | |
| Freight transportation, local, | 19,344,921 07 | Total, | 24,536,789 | 45 |
| Freight transportation, through, | 5,191,868 38 | | | |
| Mail service, | | | 484,352 | 68 |
| Express service, | | | 465,265 | 66 |
| Miscellaneous, | | | 541,780 | 15 |
| Total, | | | $32,017,813 | 29 |

**OPERATING EXPENSES—Summary.**

| | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, | $1,412,169 | 68 | $4,665,940 | 79 | $6,078,110 | 47 |
| Motive power, | 934,079 | 81 | 4,303,299 | 41 | 5,237,379 | 22 |
| Maintenance of way, | 934,503 | 46 | 2,725,988 | 01 | 3,660,491 | 47 |
| Maintenance of cars, | 593,761 | 56 | 2,148,010 | 95 | 2,741,772 | 51 |
| General expenses, | 138,343 | 02 | 465,316 | 87 | 603,659 | 89 |
| Totals, | $4,012,857 | 53 | $14,308,556 | 03 | $18,321,413 | 56 |

| | | |
|---|---|---|
| Earnings, | $32,017,813 | 29 |
| Expenses, | 18,321,413 | 56 |
| Net earnings, | 13,696,399 | 73 |

# *Philadelphia and Erie.*

## EARNINGS FOR THE YEAR.—From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Pass'gers | Miles. | Amount. | Pass'gers | Miles. | Amount. | Pass'gers | Miles. | Amount |
| January, 1883. | 229 | 65,815 | $1,776 99 | 72 339 | 1.487,223 | $46 370 40 | 72 568 | 1,553 038 | $48.147 39 |
| February, 1883, | 188 | 54 031 | 1 475 00 | 66,734 | 1,290.661 | 40,933 01 | 66,922 | 1,344 692 | 42.408 01 |
| March, 1883, | 167 | 48 139 | 1 330 11 | 84,291 | 1 566 663 | 50.712 46 | 84.458 | 1,644 802 | 52.042 57 |
| April, 1883, | 184 | 52.882 | 1.473 50 | 85,804 | 1,780.033 | 56.478 10 | 85 988 | 1.832 915 | 57,951 60 |
| May, 1883. | 335 | 96.135 | 2,275 83 | 90,791 | 1.845.220 | 57,855 32 | 91,126 | 1.941 355 | 60,131 15 |
| June, 1883, | 209 | 60.210 | 1 342 01 | 88,112 | 1,867.045 | 57.442 27 | 88 321 | 1,927 255 | 58 784 28 |
| July, 1883. | 276 | 79 466 | 1,944 92 | 99,124 | 2,078 936 | 60.209 22 | 99.400 | 2 158 402 | 62.154 14 |
| August, 1883, | 251 | 71,994 | 1,849 89 | 100,563 | 2.075.227 | 61,060 36 | 100.814 | 2 147 221 | 62 910 25 |
| September, 1883, | 262 | 75,155 | 1,989 37 | 91 821 | 1.935 555 | 58 728 50 | 92,083 | 2.010,710 | 60.717 87 |
| October, 1883, | 277 | 79.466 | 2,143 74 | 92 593 | 1.836 038 | 56.452 60 | 92.870 | 1,915.504 | 58 596 34 |
| November, 1883, | 178 | 51,157 | 1,437 04 | 79,621 | 1.554,194 | 49.008 82 | 79 799 | 1,605 351 | 50,445 86 |
| December, 1883, | 211 | 60,785 | 1,613 70 | 90,494 | 1,766.144 | 51,839 50 | 90,705 | 1.826,929 | 53,453 20 |
| Totals, | 2,767 | 795 235 | $20,652 10 | 1,042,287 | 21,112,939 | $647 090 56 | 1,045,054 | 21 908,174 | $667,742 66 |

**The Rate of Fare for Passengers Charged for the Respective Classes per Mile.**

For through business, 2.60 cents; for local business, 3.06 cents; total business, 3.05 cents.

## From Transportation of Freight.

| Months. | Through Freight. | | | Local Freight. | | | Totals. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Money. | Mileage. | Tons. | Money. | Mileage. | Tons. | | Mileage. |
| January, 1883, | 67.522 | $94.519 93 | 19,446.384 | 353.058 | $162.646 17 | 17.350.763 | 420,580 | $257.166 10 | 36,797.147 |
| February, 1883, | 75 395 | 104.201 14 | 21,713,726 | 300 337 | .134 803 97 | 14.466,975 | 375 732 | 239 005 11 | 36,180,701 |
| March, 1883, | 58 500 | 75 843 21 | 16.847.985 | 364 692 | 163 216 80 | 18 075.249 | 423.192 | 239 060 01 | 34 923.234 |
| April, 1883, | 58 807 | 79.123 67 | 16.936.505 | 329.552 | 160 117 23 | 17,053.687 | 388 359 | 239 237 90 | 33 990.192 |
| May, 1883, | 96 886 | 105,810 45 | 27.903,115 | 351.706 | 182 484 07 | 20,254,089 | 448 592 | 288.294 52 | 48.157.204 |
| June, 1883, | 82,933 | 84,768 55 | 23.884 650 | 355 296 | 182.191 60 | 22.571.370 | 438 229 | 266,960 15 | 46,456.020 |
| July, 1883. | 75,955 | 80 937 93 | 21,875.003 | 323 959 | 167 877 67 | 20 683 242 | 399.914 | 248.815 60 | 42,558.245 |
| August, 1883 | 97,510 | 102.659 97 | 28 082.762 | 382 249 | 203 628 19 | 24 886 937 | 479.759 | 306 288 16 | 52 969,699 |
| September, 1883, | 94,118 | 103 468 00 | 27,105 850 | 372 453 | 204.084 05 | 24 402 635 | 466 571 | 307 552 05 | 51,508 485 |
| October, 1883. | 108 885 | 121,705 79 | 31,358 714 | 398 835 | 234 688 31 | 28,149.733 | 507 720 | 356 394 10 | 59.508 447 |
| November, 1883, | 87.916 | 104 027 84 | 25 319 807 | 377,182 | 204 557 48 | 23,597.982 | 465,098 | 308 585 32 | 48 917.789 |
| December, 1883, | 41,962 | 48,104 39 | 12,085,354 | 299,227 | 138,109 26 | 16,197,199 | 341,189 | 186,213 56 | 28,282,553 |
| Totals, | 946,389 | 1,105,167 78 | 272 559,855 | 4,208,546 | $2 138,404 80 | 247,689,861 | 5,154,935 | $3,243,572 58 | 520,249,716 |

**From all Other Sources.**

| MONTHS. | Mails. | | Express. | | Miscellaneous. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| January, 1883, . . | $2,291 | 56 | $3,010 | 49 | $9,104 | 68 | $14,406 | 73 |
| February, 1883, . | 2,291 | 56 | 3,313 | 28 | 8,665 | 30 | 14,270 | 14 |
| March, 1883, . . . | 2,291 | 06 | 2,568 | 97 | 12,106 | 61 | 16,966 | 64 |
| April, 1883, . . . | 2,291 | 56 | 3,364 | 47 | 8,790 | 77 | 14,446 | 80 |
| May, 1883, . . . . | 2,291 | 56 | 4,659 | 65 | 7,982 | 53 | 14,933 | 74 |
| June, 1883, . . . . | 2,291 | 61 | 4,340 | 00 | 12,395 | 23 | 19,026 | 84 |
| July, 1883, . . . . | 2,291 | 56 | 4,875 | 20 | 10,895 | 07 | 18,061 | 83 |
| August, 1883, . . | 2,291 | 56 | 2,773 | 65 | 9,626 | 82 | 14,692 | 03 |
| September, 1883, . | 2,291 | 61 | 5,007 | 10 | 10,705 | 35 | 18,004 | 06 |
| October, 1883, . . | 2,291 | 56 | 2,880 | 89 | 12,276 | 31 | 17,448 | 76 |
| November, 1883, . | 2,291 | 56 | 4,108 | 67 | 11,230 | 43 | 17,630 | 66 |
| December, 1883, . | 2,291 | 61 | 3,919 | 41 | 11,428 | 67 | 17,639 | 69 |
| Totals, . . . . | $27,498 | 37 | $44,821 | 78 | $125,207 | 77 | $197,527 | 92 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, . . . . . | $667,742 | 66 |
| Total freight earnings for the year, . . . . . | 3,243,572 | 58 |
| Total earnings from all other sources, . . . . . | 197,527 | 92 |
| Total earnings for the year, . . . . . | $4,108,843 | 16 |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

| Conducting Transportation. | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Advertising, . . . . . | $3,789 | 35 | $1,069 | 26 | $4,858 | 61 |
| Agents, . . . . . | 9,245 | 95 | 27,796 | 59 | 37,042 | 54 |
| Baggage-masters, . . . . . | 11,468 | 08 | . | | 11,468 | 08 |
| Brakemen, . . . . . | 8,603 | 96 | 137,964 | 51 | 146,568 | 47 |
| Cars, cleaning, . . . . . | 4,477 | 43 | 8,141 | 30 | 12,618 | 73 |
| Car furniture and fixtures, . . . . . | 1,599 | 72 | 5,229 | 68 | 6,829 | 40 |
| Car service, . . . . . | 12,536 | 32 | 163,935 | 24 | 176,471 | 56 |
| Clerks, . . . . . | 13,400 | 63 | 62,603 | 41 | 76,004 | 04 |
| Conductors and train agents, . . . . . | 10,968 | 84 | 56,974 | 00 | 67,942 | 84 |
| Dispatchers, . . . . . | 5,575 | 55 | 20,427 | 94 | 26,003 | 49 |
| Docks, dredging, and cleaning, . . . . . | . . | . . | 50 | 00 | 50 | 00 |
| Expenses of stations, except labor, . . . | 2,063 | 51 | 1,472 | 77 | 3,536 | 28 |
| Foreign agencies, . . . . . | 1,297 | 29 | 1,254 | 05 | 2,521 | 34 |
| Heating cars, . . . . . | 1,739 | 52 | 273 | 96 | 2,013 | 48 |
| Heating stations, . . . . . | 2,065 | 24 | 3,920 | 94 | 5,986 | 18 |
| Incidentals, . . . . . | 3,479 | 09 | 9,688 | 48 | 13,167 | 57 |
| Insurance, . . . . . | 2,995 | 81 | 11,008 | 54 | 14,004 | 35 |
| Labor at stations, . . . . . | 3,498 | 29 | 21,184 | 35 | 24,682 | 64 |
| Legal expenses, . . . . . | 938 | 21 | 3,737 | 41 | 4,675 | 62 |
| Lighting cars, . . . . . | 925 | 80 | 427 | 27 | 1,353 | 07 |
| Lighting stations, . . . . . | 2,507 | 43 | 1,345 | 61 | 3,853 | 04 |
| Loss and damage, . . . . . | 25,381 | 52 | 23,453 | 95 | 48,835 | 47 |
| Mail expenses, . . . . . | 1,582 | 99 | . . | | 1,582 | 99 |
| Oil for lamps, . . . . . | 1,156 | 60 | 5,081 | 74 | 6,238 | 34 |
| Stationery and printing, . . . . . | 5,197 | 95 | 16,788 | 02 | 21,985 | 97 |
| Stations, repairs of and furniture for, . . | 10,337 | 70 | 24,005 | 59 | 34,343 | 29 |
| Superintendents, . . . . . | 2,241 | 45 | 9,142 | 04 | 11,383 | 49 |
| Switchmen, . . . . . | 1,096 | 55 | 4,628 | 56 | 5,725 | 11 |
| Taxes on stations, . . . . . | 326 | 03 | . . . . | | 326 | 03 |
| Taxes, "State," . . . . . | 6,061 | 34 | 27,435 | 09 | 33,496 | 43 |
| Telegraph expenses, . . . . . | 12,232 | 73 | 51,088 | 87 | 63,321 | 60 |
| Watchmen, . . . . . | 1,600 | 46 | 7,156 | 44 | 8,756 | 90 |
| Wharves and landings, repairs of, . . . . | . . . . | | 6,985 | 98 | 6,985 | 98 |
| Wrecks, clearing, . . . . . | 53 | 65 | 5,701 | 51 | 5,755 | 16 |
| Totals, . . . . . | $170,444 | 99 | $719,973 | 10 | $890,418 | 09 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Motive Power.** | | | | | | |
| Enginemen and firemen, | $27,224 | 65 | $131,779 | 47 | $159,004 | 12 |
| Engine-houses and machine-shop, &c., repairs of, | 3,448 | 25 | 13,793 | 01 | 17,241 | 26 |
| Fuel for heating, | 498 | 21 | 1,992 | 80 | 2,491 | 01 |
| Fuel for locomotives, | 16,338 | 54 | 154,368 | 59 | 170,707 | 13 |
| Incidentals, | 2,959 | 03 | 10,819 | 39 | 13,778 | 42 |
| Laborers, | 11,425 | 56 | 45,702 | 28 | 57,127 | 84 |
| Locomotive furniture and fixtures, | 1,661 | 53 | 6,646 | 13 | 8,307 | 66 |
| Locomotives, repairs of, | 25,438 | 93 | 212,012 | 22 | 237,451 | 15 |
| Oil for locomotives, | 763 | 11 | 4,194 | 34 | 4,957 | 45 |
| Sand for locomotives, | 746 | 75 | 2,986 | 98 | 3,733 | 73 |
| Stationery and printing, | 749 | 66 | 2,998 | 62 | 3,748 | 28 |
| Tallow for locomotives, | 846 | 81 | 4,058 | 68 | 4,905 | 49 |
| Taxes on engine-houses and shops, | 1,486 | 93 | 5,947 | 76 | 7,434 | 69 |
| Tools and machinery, repairs of, | 6,509 | 35 | 26,037 | 42 | 32,546 | 77 |
| Waste for locomotives, | 415 | 26 | 1,990 | 28 | 2,405 | 54 |
| Watchmen, | 1,326 | 11 | 5,304 | 45 | 6,630 | 56 |
| Water, wood, and coal stations, expenses and repairs of, | 5,999 | 57 | 23,998 | 32 | 29,997 | 89 |
| Totals, | $107,838 | 25 | $654,630 | 74 | $762,468 | 99 |
| **Maintenance of Way.** | | | | | | |
| Ballast, | $9,056 | 53 | $36,226 | 01 | $45,282 | 54 |
| Bridges, repairs of, | 13,242 | 17 | 52,968 | 73 | 66,210 | 90 |
| Cars, repairs of, (in M. of W. service,) | 1,324 | 59 | 5,298 | 42 | 6,623 | 01 |
| Clerks, | 765 | 95 | 3,063 | 90 | 3,829 | 85 |
| Cross-ties, | 17,616 | 14 | 70,464 | 66 | 88,080 | 80 |
| Expenses on property, | 1,568 | 93 | 6,275 | 68 | 7,844 | 61 |
| Foreman, tool, and watch-houses, repairs of, | 946 | 67 | 3,786 | 68 | 4,733 | 35 |
| Frogs, | 1,290 | 84 | 5,163 | 34 | 6,454 | 18 |
| Incidentals, | 216 | 84 | 867 | 33 | 1,084 | 17 |
| Oil, tallow, waste, &c., | 358 | 43 | 1,433 | 73 | 1,792 | 16 |
| Rails, iron, | 1,126 | 21 | 4,504 | 86 | 5,631 | 07 |
| Rails, steel, | 9,653 | 26 | 38,613 | 08 | 48,266 | 34 |
| Road bed, repairs of, labor and material, | 16,573 | 64 | 66,294 | 59 | 82,868 | 23 |
| Snow and ice, removing, | 3,171 | 14 | 12,684 | 51 | 15,855 | 65 |
| Spikes, | 1,386 | 94 | 5,547 | 73 | 6,934 | 67 |
| Splices, | 1,355 | 17 | 5,420 | 70 | 6,775 | 87 |
| Stationery and printing, | 152 | 40 | 609 | 63 | 762 | 03 |
| Superintendents and supervisors, | 2,744 | 75 | 10,979 | 42 | 13,724 | 17 |
| Switches, | 2,112 | 54 | 8,450 | 19 | 10,562 | 73 |
| Taxes on real estate for road, | 984 | 72 | 3,938 | 78 | 4,923 | 50 |
| Telegraph, repairs of, | 1,015 | 68 | 4,062 | 90 | 5,078 | 58 |
| Tools and repairs of tools, | 1,391 | 56 | 5,566 | 09 | 6,957 | 65 |
| Track, repairing, | 28,222 | 86 | 112,891 | 45 | 141,114 | 31 |
| Watchmen, | 9,036 | 84 | 36,147 | 41 | 45,184 | 25 |
| Totals, | $125,314 | 80 | $501,259 | 82 | $626,574 | 62 |
| **Maintenance of Cars.** | | | | | | |
| Car-shops and sheds, repairs of, | $294 | 22 | $1,176 | 80 | $1,471 | 02 |
| Cars, repairs of freight, | | | 249,173 | 46 | 249,173 | 46 |
| Cars, repairs of passenger, baggage, express, and postal, | 41,728 | 75 | | | 41,728 | 75 |
| Fuel for heating, | 127 | 54 | 510 | 15 | 637 | 69 |
| Incidentals, | 70 | 94 | 336 | 69 | 407 | 63 |
| Insurance, | 205 | 26 | 1,095 | 09 | 1,300 | 35 |
| Laborers, | 4,393 | 18 | 17,572 | 61 | 21,965 | 79 |
| Oil, tallow, waste, &c., | 1,972 | 19 | 11,179 | 07 | 13,151 | 26 |
| Tools and repairs of tools, | 1,791 | 21 | 7,164 | 68 | 8,955 | 89 |
| Watchmen, | 514 | 02 | 2,056 | 06 | 2,570 | 08 |
| Totals, | $51,097 | 31 | $290,264 | 61 | $341,361 | 92 |

**EARNINGS—Summary.**

| | | | | |
|---|---|---|---|---|
| Passenger transportation, local, | $647,090 56 | | | |
| Passenger transportation, through, | 20,652 10 | Total, | $667,742 | 66 |
| Freight transportation, local, | 2,138,404 80 | | | |
| Freight transportation, through, | 1,105,167 78 | Total, | 3,243,572 | 58 |
| Mail service, | | | 27,498 | 37 |
| Express service, | | | 44,821 | 78 |
| Miscellaneous, | | | 125,207 | 77 |
| Total, | | | $4,108,843 | 16 |

**OPERATING EXPENSES—Summary.**

| | Passenger. | | Freight. | | Total. | |
|---|---|---|---|---|---|---|
| Conducting transportation, | $170,444 | 99 | $719,973 | 10 | $890,418 | 09 |
| Motive power, | 107,838 | 25 | 654,630 | 74 | 762,468 | 99 |
| Maintenance of way, | 125,314 | 80 | 501,259 | 82 | 626,574 | 62 |
| Maintenance of cars, | 51,097 | 31 | 290,264 | 61 | 341,361 | 92 |
| Total, | $454,695 | 35 | $2,166,128 | 27 | $2,620,823 | 62 |

| | | |
|---|---|---|
| Operating expenses, 63 $\frac{8}{10}$ per cent. of earnings. | | |
| Earnings, | $4,108,843 | 16 |
| Expenses, | 2,620,823 | 62 |
| Net earnings, | 1,488,019 | 54 |

# *Philadelphia and Reading.*

## EARNINGS FOR THE YEAR—From Transportation of Passengers.

| Months. | Through. | | | Local. | | | Totals. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passengers | Miles. | Amount. | Passengers | Miles. | Amount. | Passengers. | Miles. | Amount. |
| December, 1882, | | | | | | | 958,703 | 12,012,718 | $249,625 92 |
| January, 1883, | | | | | | | 948 282 | 12,861,109 | 231,461 99 |
| February, 1883, | | | | | | | 780,923 | 9,232,246 | 194,844 71 |
| March, 1883, | | | | | | | 970,332 | 11,925,352 | 243,408 02 |
| April, 1883, | | | | | | | 1,033,827 | 12,754,428 | 256,205 36 |
| May, 1883, | | | | | | | 1,097,203 | 13,905,854 | 274,061 42 |
| June, 1883, | | | | | | | 1,950,643 | 24,907,181 | 481,976 18 |
| July, 1883, | | | | | | | 2,215,639 | 30,842,710 | 618,188 13 |
| August, 1883, | | | | | | | 2,155,749 | 30,536,431 | 637,488 35 |
| September, 1883, | | | | | | | 2,125,970 | 27,856,313 | 540,459 83 |
| October, 1883, | | | | | | | 2,105,380 | 26,944,160 | 523,346 34 |
| November, 1883, | | | | | | | 1,852,613 | 21,514,674 | 423,995 43 |
| Totals, | | | | | | | 18,195,264 | 235,293,176 | $4,675,061 68 |

### The Rate of Fare for Passengers Charged for the respective Classes per Mile.

For passengers, proximate average per mile, 1.99 cents.

### From Transportation of Freight.

| Months. | Merchandise. | | | Coal. | | | Totals. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Tons—2000lbs. | Money. | Tons—2000lbs. —1 mile. | Tons—2240lbs. | Money. | Tons—2240lbs. —1 mile. | Tons. | Money. | Mileage. |
| December, 1882, | 444,907 | $448,569 98 | 20,386,524 | 661,217 | $955,219 49 | 57,593,593 | | | |
| January, 1883, | 445,511 | 427,552 60 | 20,116 296 | 535,083 | 716 874 46 | 44,814,292 | | | |
| February, 1883, | 452,176 | 447,250 29 | 20,837,982 | 531,869 | 718,289 02 | 43,370,456 | | | |
| March, 1883, | 516,737 | 524 789 01 | 24,494,387 | 614,356 | 771,676 45 | 51,379,510 | | | |
| April, 1883, | 492,327 | 478,455 85 | 22 263,933 | 648,658 | 762,559 86 | 52,908,001 | | | |
| May, 1883, | 540,649 | 533,915 50 | 24 612,562 | 612,805 | 670,233 61 | 50,298.273 | | | |
| June, 1883, | 728,642 | 802,077 52 | 38,759 989 | 1,029,650 | 1,286,082 44 | 101,007,461 | | | |
| July, 1883, | 620,939 | 715,746 99 | 37,770,805 | 1,001,895 | 1,290 919 70 | 100,028,945 | | | |
| August, 1883, | 754,206 | 841,708 56 | 45,834,915 | 1,290,304 | 1,734,096 59 | 128,945,733 | | | |
| September, 1883, | 724,581 | 892,503 82 | 42,878,853 | 1,218,509 | 1,640,728 75 | 119.888,450 | | | |
| October, 1883, | 759,126 | 869,508 88 | 45,018,243 | 1,332,555 | 1,799,499 79 | 129.324,242 | | | |
| November, 1883, | 679,881 | 705,162 34 | 39,566,855 | 1,200,631 | 1,642,233 08 | 116,959,118 | | | |
| Totals, | 7,159,682 | $7,687,241 34 | 382,541,344 | 10,677,532 | $13,988,413 24 | 996,518,077 | | $21,675,654 58 | |

**From all Other Sources.**

| MONTHS. | Mails. | | Steam colliers and coal barges. | | Miscellaneous and shipping. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| December, 1882, . | $4,670 | 60 | $63,002 | 82 | $66,371 | 93 | $134,045 | 35 |
| January, 1883, . . | 4,656 | 27 | 48,815 | 07 | 180,195 | 28 | 233,666 | 62 |
| February, 1883, . | 4,656 | 26 | 45,773 | 92 | 40,227 | 11 | 90,657 | 29 |
| March, 1883, . . . | 4,656 | 26 | 54,403 | 31 | 63,364 | 09 | 122,423 | 66 |
| April, 1883, . . . | 4,656 | 26 | 48,985 | 86 | 90,873 | 02 | 144,515 | 14 |
| May, 1883, . . . . | 4,812 | 06 | 44,257 | 83 | 76,411 | 29 | 125,481 | 18 |
| June, 1883, . . . . | 7,312 | 05 | 49,941 | 55 | 74,536 | 10 | 131,789 | 70 |
| July, 1883, . . . . | 6,362 | 23 | 43,967 | 38 | 223,810 | 78 | 274,140 | 39 |
| August, 1883, . . | 6,287 | 83 | 50,450 | 63 | 143,639 | 65 | 200,378 | 11 |
| September, 1883, . | 7,034 | 23 | 39,509 | 28 | 96,410 | 86 | 142,954 | 37 |
| October, 1883, . . | 7,106 | 36 | 47,508 | 91 | 144,890 | 10 | 199,505 | 37 |
| November, 1883, . | 5,902 | 69 | 61,686 | 08 | 656,377 | 71 | 723,966 | 48 |
| Totals, . . . . | $68,113 | 10 | $598,302 | 64 | $1,857,107 | 92 | $2,523,523 | 66 |

RECAPITULATION.

| | | |
|---|---|---|
| Total passenger earnings for the year, . . . . . | $4,675,061 | 68 |
| Total merchandise and coal earnings for the year, . . . . . | 21,675,654 | 58 |
| Total receipts from all other sources, . . . . . | 2,523,523 | 66 |
| Total earnings for the year, . . . . . | $28,874,239 | 92 |
| Proportion of receipts in Pennsylvania, . . . . . | $23,372,556 | 25 |

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.**

| | | |
|---|---|---|
| Extension or alteration of road, . . . . . | $1,041,598 | 95 |
| Land or land damages, . . . . . | 518,763 | 79 |
| Passenger and freight houses, . . . . . | 137,909 | 22 |
| Other buildings, (not including shops and engine houses,) . . . . . | 49,986 | 16 |
| New locomotives, . . . . . | 374,039 | 78 |
| New passenger cars, . . . . . | 219,134 | 27 |
| New freight cars, (8-wheel,) . . . . . | 428,831 | 03 |
| New floating equipment other than "steamboats," . . . . . | 6,665 | 82 |
| New cars—roadway department—8-wheel, . . . . . | 1,691 | 88 |
| New tool, crane, and cabin cars, 8-wheel, . . . . . | 4,321 | 76 |
| New tool, crane, and cabin cars, 4-wheel, . . . . . | 14,596 | 44 |
| New shops, (machine and car,) and engine houses, . . . . . | 12,329 | 35 |
| New machinery, . . . . . | 18,358 | 81 |
| New wood and water stations, (including water tanks,) . . . . . | 36,029 | 69 |
| New wharves and coal bunks, . . . . . | 213,697 | 53 |
| Any other expenditures chargeable to this account, . . . . . | 61,665 | 49 |
| Total, . . . . . | $3,139,619 | 97 |
| Proportion in Pennsylvania, . . . . . All in Pennsylvania. | | |

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

**Conducting Transportation.**

| | | |
|---|---|---|
| Officers, clerks, agents, &c., . . . . . | $819,772 | 65 |
| Engineers, conductors, firemen, brakemen, plane hands, &c., . . . . | 3,100,782 | 76 |
| Expenses of stations, except labor, . . . . . | 138,936 | 55 |
| Labor at stations, . . . . . | 361,222 | 85 |
| Stationery, printing, advertising, &c., . . . . . | 126,725 | 53 |
| Telegraph expenses, . . . . . | 100,169 | 30 |
| Watchmen at depots, shops, signal towers, &c., . . . . . | 330,118 | 98 |
| Pumping water, water rents, and sundries, . . . . . | 187,673 | 81 |
| Steamboat and ferry expenses, . . . . . | 177,849 | 35 |
| Total, . . . . . | $5,343,251 | 78 |

| | | |
|---|---|---|
| **Motive Power.** | | |
| Fuel for locomotives, | $1,175,070 | 17 |
| Locomotives, repairs of, | 1,270,559 | 37 |
| Oil for locomotives and cars, | 192,234 | 51 |
| Tallow, lard, cotton waste, &c., for locomotives and cars, | 126,026 | 41 |
| Tools and machinery, repairs of, | 49,734 | 21 |
| Total, | $2,813,624 | 67 |
| **Maintenance of Way.** | | |
| Ballast, | $139,528 | 57 |
| Bridges, repairs of, | 176,209 | 69 |
| Engines, &c., repairs of, (in M. of W. service,) | 33,315 | 56 |
| Officers, clerks, &c., | 149,394 | 30 |
| Cross-ties, | 369,118 | 26 |
| Frogs, | 30,253 | 82 |
| Incidentals, stationery and printing, | 18,639 | 36 |
| Oil, tallow, waste, &c., | 10,213 | 71 |
| Rails, iron and steel, | 405,587 | 57 |
| Buildings, depots, and fixtures, repairs of, | 268,974 | 97 |
| Spikes, | 18,024 | 88 |
| Splices, | 48,978 | 30 |
| Switches, | 50,216 | 78 |
| Tools and repairs of tools and hardware, | 32,734 | 79 |
| Track, road-bed, &c., repairing, labor, and materials, | 963,854 | 13 |
| Wharves, repairing, | 104,688 | 05 |
| Watchmen, | 50,776 | 38 |
| Total, | $2,870,509 | 12 |
| **Maintenance of Cars.** | | |
| Cars, repairs of merchandise and coal cars, | $1,414,067 | 67 |
| Cars, repairs of passenger, baggage, express, and postal, | 434,333 | 15 |
| Total, | $1,848,400 | 82 |
| **General Expenses.** | | |
| Insurance, | $15,068 | 68 |
| Repairs, &c., of company's property rented, | 29,057 | 30 |
| Salaries of president, other officers, clerks, &c , legal and advertising expenses, stationery and printing, &c., | 527,026 | 94 |
| Taxes on property, | 195,129 | 74 |
| Taxes on gross receipts and capital stock, | 226,838 | 35 |
| Rents of laterals, &c., | 5,765,169 | 88 |
| Shipping expenses Pt. Richmond and Elizabethport, | 380,210 | 62 |
| Profit and loss, damages, &c., | 50,405 | 10 |
| Steam colliers and coal barges, | 432,172 | 33 |
| Total, | $7,621,078 | 94 |

**EARNINGS—Summary.**

| | | |
|---|---|---|
| Passenger transportation, | $4,675,061 | 68 |
| Merchandise and coal transportation, | 21,675,654 | 58 |
| Mail service, | 68,113 | 10 |
| Miscellaneous: Steam colliers and coal barges, | 2,455,410 | 56 |
| Total, | $28,874,239 | 92 |

**OPERATING EXPENSES—Summary.**

| | | |
|---|---|---|
| Conducting transportation, | $5,343,251 | 78 |
| Motive power, | 2,813,624 | 67 |
| Maintenance of way, | 2,870,509 | 12 |
| Maintenance of cars, | 1,848,400 | 82 |
| General expenses, | 7,621,078 | 94 |
| | $20,496,865 | 33 |
| Less credit for transportation of material received from Central railroad of New Jersey, account lease May 29, 1883, | 150,000 | 00 |
| Total, | $20,346,865 | 33 |
| Operating expenses, including steam colliers and coal barges, 71 per cent. of earnings. | | |
| Earnings per mile of road operated, not including steam colliers and coal barges, | $25,707 | 66 |
| Expenses per mile of road operated, not including steam colliers and coal barges, | 18,315 | 47 |
| Net earnings, not including loss on canals, | 8,527,374 | 59 |

# ERRORS AND EXPLANATIONS.

Owing to the increase of labor made necessary by the act of the Legislature requiring the reports of the various railroad, canal, and telegraph companies to "be condensed so as not to exceed five hundred pages," and to unreasonable delay on the part of some of the companies in transmitting their reports to this Department, several of the tabular statements went to press without such thorough scrutiny as they should have undergone. The following corrections and explanations have therefore become necessary:

Table A, page 3, Cumberland Valley railroad, capital stock paid in, printed $1,770,850, should be $1,777,850.

Same table, page 6, Pittsburgh, Fort Wayne and Chicago railroad, capital stock paid in, printed $28,114,200, should be $28,114,285 71.

Table B, page 10, Mount Pleasant and Latrobe railroad, funded and floating debt, printed $6,500, should be none.

Same table, page 12, West Chester and Phœnixville railroad should have been inserted, with total debt of $13,056 50.

Comparative statement of capital stock paid in for five years, page 60, Arnot and Pine Creek railroad, column for 1883, printed $250,000, should be $255,000.

Same statement, page 62, Lehigh and Lackawanna railroad, 1883, printed $375,000, should be $375,100.

Same statement, page 62, the Mount Pleasant and Latrobe Railroad Company should have been inserted in the column for 1883, with $6,500 paid in. This amount is erroneously set down to the Meadville Railroad Company, which did not report.

Same statement, page 63, $5,061,700 should have been set opposite the name of the Pennsylvania and New York Canal's railroad in the column for 1883.

Same statement, page 63, $85 71 ought to be added to the amount set opposite the name of the Pittsburgh, Fort Wayne and Chicago Railroad Company in the column for 1883, making it $28,114,285 71.

Same statement, page 63, the Pennsylvania, Slatington and New England Railroad Company should have been inserted in the column for 1883, with $1,362,000 paid in.

Same statement, page 64, the amount set opposite the name of the Susquehanna and Delaware River Railroad Company in the column for 1883 ($74,450) should have been $71,450.

Same statement, page 64, $70,174 91 should have been set opposite the name of the Selin's Grove and North Branch Railroad Company in the column for 1883.

Comparative statement of funded and floating debt for five years, page 68, the amount set opposite the name of the New York, Pennsylvania and Ohio Railroad in the column for 1883 ($94,714,005 59) includes $1,607,047 50 mentioned in a foot-note to table B on page 10, where the total amount of funded and floating debt of this company is stated at $93,106,958 09, exclusive of the amount in the foot-note.

Same statement, page 69, the amount set opposite the name of the Shamokin, Sunbury and Lewisburg Railroad Company ($486,958 15) in the column for 1883 should have been $1,486,958 15.

With the foregoing corrections, the total of the column of capital stock now paid in, table A, page 7, should be $669,046,853 10; and the total of the column for 1883, in the comparative statement ending on page 65, should be the same. And in table B, page 12, the total of the column of funded and floating debt (including $1,607,047 50 in the foot-note on page 11) should be $705,657,696 78; and the total of the column for 1883, in the comparative statement ending on page 70, should be the same.

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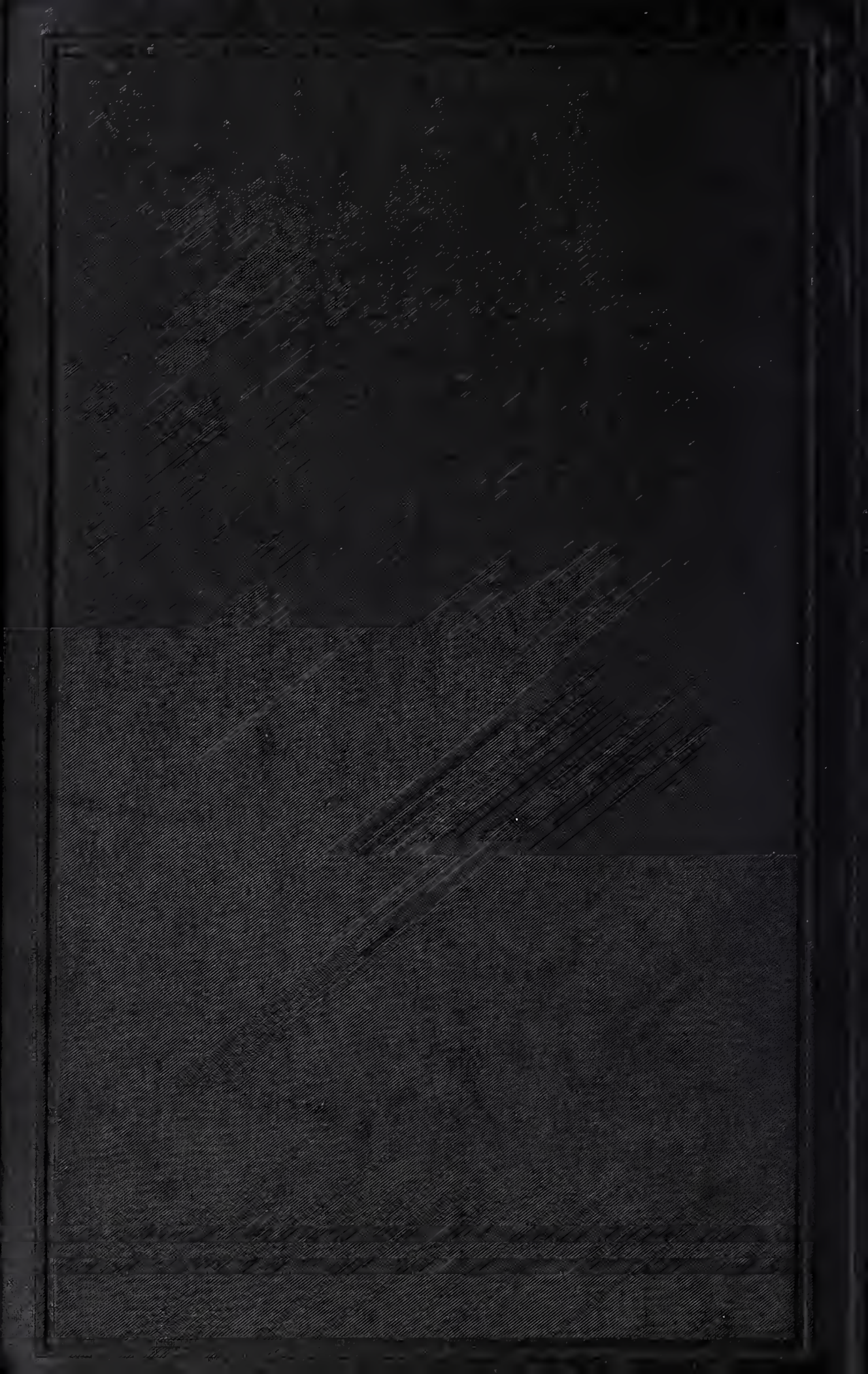
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